EL DORADO 50 CAPM PROJECT

INITIAL STUDY

with Negative Declaration



EL DORADO COUNTY, CALIFORNIA

DISTRICT 3 – ED – 50 – Post Miles 39.70 to 58.85

EA: 03-1J160 / EFIS: 0320000113

Prepared by the
State of California Department of Transportation

August 2024



SCH: 2024040759

03-ED-50-39.70-58.85

EA 03-1J160 / EFIS

0320000113

EL DORADO 50 CAPM PROJECT

Improve, preserve, and extend the pavement service life; rehabilitate drainage systems; and upgrade Transportation Management System elements, guardrail, lighting, and signs.

U.S. 50 in El Dorado County,
between Post Mile 39.70 at Ice House Road to Post Mile 58.85 0.5 mile east of Cedar Street.

INITIAL STUDY

With Negative Declaration

Submitted Pursuant to: Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

08/01/2024
Date of Approval

Erin Dwyer
Erin Dwyer, Office Chief
North Region Environmental – District 3
California Department of Transportation
CEQA Lead Agency

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NEGATIVE DECLARATION

Pursuant to: Division 13, California Public Resources Code

SCH Number: 2024040759

Project Description

The California Department of Transportation (Caltrans) proposes a Capital Maintenance pavement and culvert rehabilitation project on U.S. 50 between post miles 39.70 and 58.85 in El Dorado County, California. Additional project features include improvements to existing drainage systems and upgrades to lighting, guardrails, two-post ground-mounted signs, and Traffic Management System (TMS) elements.

Determination

This proposed Negative Declaration (ND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt an ND for this project. This does not mean that Caltrans' decision regarding the project is final. This ND is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant impact on the environment for the following reasons:

The project would have *No Impact* on

- Aesthetics
- Agricultural and Forest Resources
- Geology and Soils
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wild and Scenic Rivers
- Wildfire

The project would have *Less than Significant Impacts* to

- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Waste
- Hydrology and Water Quality
- Noise

Erin Dwyer

08/01/2024

Erin Dwyer, Office Chief
North Region Environmental – District 3
California Department of Transportation
CEQA Lead Agency

Date



Table of Contents

Proposed Negative Declaration i

Table of Contents i

List of Appendices iii

List of Tables and Figures iv

List of Abbreviated Terms v

Chapter 1. Proposed Project 10

1.1. Project History 10

1.2. Project Description 10

1.3. Permits and Approvals Needed 16

1.4. Standard Measures and Best Management Practices Included in All Alternatives 17

1.5. Discussion of the NEPA Categorical Exclusion 17

Chapter 2. CEQA Environmental Checklist 25

2.1. Aesthetics 30

2.2. Agriculture and Forest Resources 31

2.3. Air Quality 33

2.4. Biological Resources 36

2.5. Cultural Resources 51

2.6. Energy 55

2.7. Geology and Soils 57

2.8. Greenhouse Gas Emissions 58

2.9. Hazards and Hazardous Materials 83

2.10. Hydrology and Water Quality 87

2.11. Land Use and Planning 92

2.12. Mineral Resources 93

2.13. Noise 94

2.14. Population and Housing 97

2.15. Public Services 98

2.16. Recreation 99

2.17. Transportation/Traffic 100
2.18. Tribal Cultural Resources 101
2.19. Utilities and Service Systems 104
2.20. Wildfire 106
2.21. Mandatory Findings of Significance 108
2.22. Cumulative Impacts 110

Chapter 3. Agency and Public Coordination 111

Chapter 4. List of Preparers 113

Chapter 5. Distribution List 115

Chapter 6. References 116

List of Appendices

APPENDIX A. **Project Layouts**

APPENDIX B. **Title VI Policy Statement**

APPENDIX C. **CNDDB, CNPS, and USFWS Species lists**

APPENDIX D. **Response to Comments**

APPENDIX E. **SHPO Concurrance Letter**

List of Figures

Figure 1. **Project Vicinity**

Figure 2. **Project Location**

Figure 3. **U.S. 2021 Greenhouse Gas Emissions**

Figure 4. **California 2020 Greenhouse Gas Emissions by Economic Sector**

Figure 5. **Change in California GDP, Population, and GHG Emissions since 2000**

List of Tables

Table 1. **Agency, Permit/Approval and Status**

Table 2. **Soil Map Summary**

Table 3. **Biological Resource Surveys**

Table 4. **Vegetation Alliance Summary**

Table 5. **Regional and Local Greenhouse Gas Reduction Plans**

Table 6. **CAL-CET Estimate of GHG Emissions During Construction**

Table 7. **Agency Coordination and Professional Contacts**

List of Acronyms and Abbreviated Terms

Acronym/Abbreviation	Description
AB	Assembly Bill
ABMPs	Additional Best Management Practices
ARZ	Absorber Root Zone
BMPs	Best Management Practices
BO	Biological Opinion
BSA	Biological Study Area
ºC	degrees Celsius
CAA	Clean Air Act
CAFE	Corporate Average Fuel Economy
CAL-CET	Caltrans Construction Emissions Tool
CAL EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAPTI	Climate Action Plan for Transportation Infrastructure
CARB	California Air Resources Board
CCC	California Coastal Commission
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CFS	Cubic Feet per Second
CGP	Construction General Permit
CH_4	methane
CIA	Cumulative Impact Analysis
CNPS	California Native Plant Society
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRPR	California Rare Plant Rank
CTP	California Transportation Plan
CWA	Clean Water Act
dB	decibels
Department	Caltrans
DOT	Department of Transportation
DP	Director’s Policy
DPS	Distinct Population Segment

Acronym/Abbreviation	Description
DWR	Department of Water Resources
ECL	Environmental Construction Liaison
EFH	Essential Fish Habitat
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
EO(s)	Executive Order(s)
EPA	Environmental Protection Agency
ESA	Endangered Species Act
ESA(s)	Environmentally Sensitive Area(s)
ESL	Environmental Study Limits
ESU	Evolutionarily Significant Unit
ºF	degrees Fahrenheit
FED	Final Environmental Document
FEMA	Federal Emergency Management Agency
FERS	Floodplain Evaluation Report Summary
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMP	Fishery Management Plan
FR	Federal Register
GHG	greenhouse gas
GWP	Global Warming Potential
H&SC	Health & Safety Code
HFCs	hydrofluorocarbons
HVF	High-Visibility Fencing
IPaC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
IS/MND	Initial Study / Mitigated Negative Declaration
IS/ND	Initial Study / Negative Declaration
LCFS	low carbon fuel standard
LRA	Local Responsibility Area
LSAA	Lake or Streambed Alteration Agreement
MBTA	Migratory Bird Treaty Act
MGS	Midwest Guardrail System
MMT	million metric tons
MMTC0_2e	million metric tons of carbon dioxide equivalent
MMRP	Mitigation Monitoring and Reporting Program
MPO	Metropolitan Planning Organization
MSA	Magnuson-Stevens Fishery Conservation and Management Act

Acronym/Abbreviation	Description
MTP	Metropolitan Transportation Plan
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act of 1990
NAHC	Native American Heritage Commission
NC	Northern California
NCRWQCB	North Coast Regional Water Quality Control Board
NCSC	Natural Communities of Special Concern
ND	Negative Declaration
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NHTSA	National Highway Traffic and Safety Administration
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O_3	ozone
OHWM	Ordinary High-Water Mark
OPR	Governor's Office of Planning and Research
PBO	Programmatic Biological Opinion
PDT	Project Development Team
PIR	Project Initiation Report
PLOC	Programmatic Letter of Concurrence
PM(s)	post mile(s)
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
Project	ED 50 CAPM
PRC	Public Resources Code (California)
RCP	Representative Concentration Pathways 8.5 Emissions Scenario
RSP	Rock Slope Protection
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board
SAFE	Safer Avoidable Fuel-Efficient (vehicles)
SB	Senate Bill
SCS	Sustainable Communities Strategy
SF_6	sulfur hexafluoride
SEL	Sound Exposure Level
SHPO	State Historic Preservation Officer
SLR	Sea Level Rise

Acronym/Abbreviation	Description
SNC(s)	Sensitive Natural Community(ies)
SO_2	sulfur dioxide
SPCC Plan	Spill Prevention, Control, and Countermeasures Plan
SR	State Route
SRA	State Responsibility Area
SSC	Species of Special Concern
SWMP	Storm Water Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
THVF	Temporary High Visibility Fencing
TMDLs	Total Maximum Daily Loads
TMP	Transportation Management Plan
U.S. or US	United States
U.S. 101 or US 101	U.S. (United States) Highway 101
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	U.S. Department of Transportation
U.S. EPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VIA	Visual Impact Assessment
VMT	Vehicle Miles Traveled
VROOM	Variety in Rural Options of Mobility (County of Humboldt)
WPCP	Water Pollution Control Program
WQAR	Water Quality Assessment Report



Chapter 1. Proposed Project

1.1 Project History

U.S. 50 begins at Interstate 80 in West Sacramento and traverses through portions of Yolo, Sacramento, and El Dorado counties before passing into the State of Nevada. It is designated as a Scenic Highway from downtown Placerville to the western city limit of South Lake Tahoe.

The El Dorado 50 CAPM Project was proposed in response to the Pavement Management System's Pavement Condition Summary Report (PaveM), as well as the State Highway Operation and Protection Program (SHOPP) Project Accomplishment -Performance Measures/Benefits Report dated June 22, 2021.

The Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA).

1.2 Project Description

The California Department of Transportation (Caltrans) proposes a preventative maintenance project on U.S. 50 between post mile (PM) 39.70 and PM 58.85 in El Dorado County, California. This project proposes pavement maintenance within the project limits and includes improvements to existing drainage systems and upgrades to lighting, guardrails, two-post ground-mounted signs, and Traffic Management System (TMS) elements.

Project Objective

Purpose

The purpose of this project is to preserve and extend the service life of the existing pavement and extend the service life of drainage systems by replacing fair and poor condition systems. This project also improves safety by replacing existing roadway lighting and upgrading one CMS sign, existing two-post signs, and existing guardrails to the current standards.

Need

This project is needed to address the poor condition pavement within the project limits. A total of 42.7 lane miles of existing flexible pavement within the project limits is projected to

be in fair condition by the construction year 2025 and the existing pavement is expected to further deteriorate in the absence of proper pavement maintenance action. Culvert assessment for this project indicates that multiple culverts are in fair and poor condition which impacts the quality of the existing roadway pavement. Drainage systems in fair or poor condition require rehabilitation and replacement to restore functionality. Additionally, nonstandard guardrails, two-post ground-mounted signs, luminaires, and overhead signs need to be upgraded to meet the current standards.

Proposed Project

Scope of Work

Pavement - PM 39.70 to PM 58.70:

- Cold plane 0.10 feet of existing pavement.
- Place 0.20 feet of hot mix asphalt (HMA).
- Place shoulder backing material at the outside edge of both shoulders.
- Replace HMA dikes with rolled-concrete dikes.
- Replace traffic stripes and pavement markings.
- Repair locations of severe existing asphalt pavement failure with material dig-outs.
- Pave driveway, turnout, and local road conforms.
- Place centerline rumble strips throughout project limits.

Drainage - Rehabilitate 39 culverts and 21 overside drains in fair to poor condition:

- Remove and replace 36 culverts with reinforced concrete pipes.
- Abandon two (2) culverts at PM 47.18 and install two (2) new 18-inch reinforced concrete pipes alongside U.S. 50 in the westbound direction and connect to the 36-inch culvert at PM 47.05.
- Install one (1) concrete invert paving at PM 44.25.
- Remove and replace existing headwalls.
- Remove and replace 21 overside drainpipes with overside drain flumes.
- Place rock slope protection (RSP).
- Place culvert markers.

Guardrail

- Replace 24,200 linear feet of the metal beam guard rail (MBGR) with steel post Midwest Guardrail System (MGS) and bring appropriate end treatments to current standards.

Signs

- Remove and replace two-post roadside signs.

Lighting

- Replace one (1) roadway lighting system on U.S. 50 at PM 47.27.

Traffic Management System

- Upgrade Changeable Message Sign (CMS) at PM 58.85.

Vegetation Removal

- Remove vegetation around culverts.

Right of Way - To access culverts inlets and/or outlets that fall outside of state right of way:

- Four (4) Drainage Easements would be obtained for the Assessor's Parcel Number (APN):
  - 011-110-023 at PM 39.7
  - 011-150-007 at PM 40.48
  - 011-180-001 at PM 42.43
  - 011-200-014 at PM 42.55
- Seven (7) Special Use Permits with the U.S. Forest Service would be utilized for APN:
  - 011-110-022 at PM 40.48
  - 012-110-070 at PM 46.81
  - 012-110-037 at
    - PM 46.92
    - PM 46.97
    - PM 47.05
  - 012-100-010 at PM 50.28
  - 013-180-001 at PM 56.27

- Three (3) Temporary Construction Easements would be acquired for APN:
    - 011-200-014 at PM 42.55
    - 011-200-007 at PM 42.55
    - 012-110-037 at PM 47.18



Figure 1. **Project Vicinity**

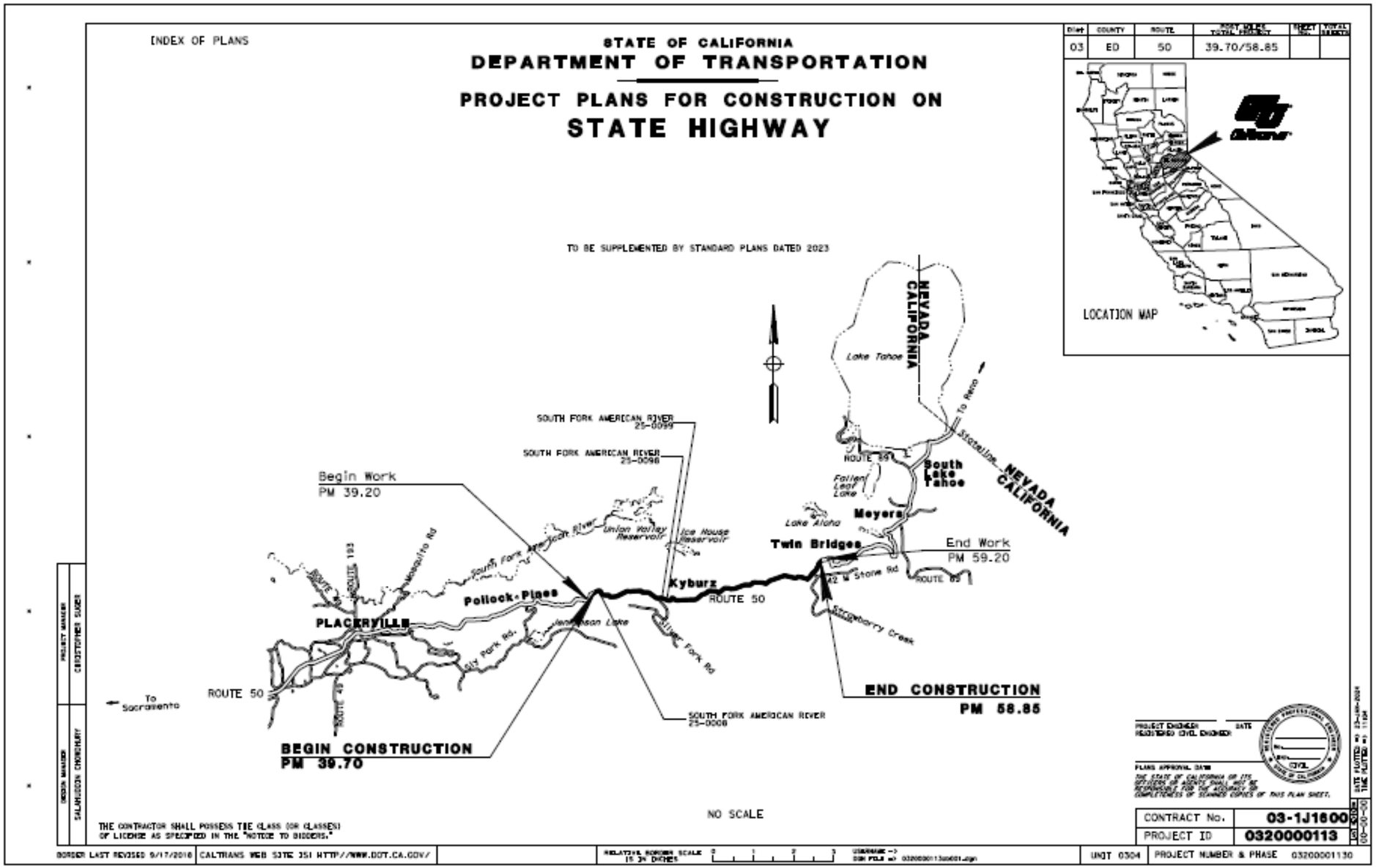


Figure 2. Project Location Map

General Plan Description, Zoning, and Surrounding Land Uses

El Dorado County (County) General Plan (GP) last amendment on December 10, 2019, establishes land use designations and polices that identify a range of zoning options and surrounding land uses. According to the County GP, this section of U.S. 50 is classified as a Rural Region, which has a land use pattern that maintains the open character of the County, preserves its natural resources, recognizes the constraints of the land and the limited availability of infrastructure and public services, and preserves the agricultural and forest/timber area to ensure its long-term viability for agriculture and timber operations.

Within this Rural Region, most of the land use designation is classified as Natural Resources, but the communities of Kyburz and Strawberry are considered Rural Centers. According to the GP, to meet the commercial and service needs of the residents of the Rural Centers, as well as the Rural Regions, the predominant land use type within these centers shall be commercial and higher density residential development. Thus, Kyburz and Strawberry has a mixed land use that includes Commercial, Open Space, and High, Medium, and Low-Density Residential. Although the community of White Hall does not have a Rural Center designation, it has a mix of Commercial and both High and Medium Density Residential.

The landscape within and around the project primarily consists of designated natural resources, many of which fall within or adjacent to the Eldorado National Forest, which is managed by the U.S. Forest Service (USFS). The Forest is nestled in the central Sierra Nevada Mountains within the ancestral territories of the Miwok, Washoe and Nisenan people. These tribal groups continue to live and thrive in the western Sierra foothills and the adjacent leading to the east slope of the Sierras. Recreational places, such as USFS campgrounds, day use areas, and river access points, combine with rural residential homes, small communities, and tribal territories, all of which are surrounded by forested mountains and views of the Upper South Fork American River and its tributaries.

1.3 Permits and Approvals Needed

The following table indicates the permitting agency, permits/approvals and status of permits required for the project.

Table 1. Agency, Permit/Approval and Status

Agency	Permit/Approval	Status
California Department of Fish and Wildlife (CDFW)	1600 Lake and Streambed Alteration Agreement (LSAA)	Pending

1.4 Standard Measures and Best Management Practices Included in All Alternatives

Under CEQA, "mitigation" is defined as avoiding, minimizing, rectifying, reducing/ eliminating, and compensating for an impact. In contrast, Standard Measures and Best Management Practices (BMPs) are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring for a project. They are measures that typically result from laws, permits, agreements, guidelines, and resource management plans. For this reason, the measures and practices are not considered "mitigation" under CEQA; rather, they are included as part of the project description in environmental documents.

The following section provides a list of project features, standard practices (measures), and Best Management Practices (BMPs) that are included as part of the project description. These avoidance and minimization measures are prescriptive and sufficiently standardized to be generally applicable and do not require special tailoring to a project situation. These are generally measures that result from laws, permits, guidelines, resource management plans, and resource agency directives and policies. They predate the project's proposal and apply to all similar projects. For this reason, these measures and practices do not qualify as project mitigation, and the effects of the project are analyzed with these measures in place. Any project-specific avoidance, minimization, or mitigation measures that would be applied to reduce the effects of project impacts are listed in relevant sections of Chapter 2.

Standard measures relevant to the protection of environmental resources deemed applicable to the proposed project include:

Aesthetics Resources

AR-2: Temporary access roads, construction easements, and staging areas that were previously vegetated would be restored to a natural contour and revegetated with regionally appropriate native vegetation.

AR-3: Where feasible, guardrail terminals would be buried; otherwise, an appropriate terminal system would be used, if appropriate.

AR-4: Where feasible, construction lighting would be limited to within the area of work.

AR-5: Where feasible, the removal of established trees and vegetation would be minimized. Environmentally sensitive areas would have Temporary High Visibility Fencing (THVF) installed before start of construction to demarcate areas where vegetation would be preserved, and root systems of trees protected.

Biological Resources

BR-1: General

Before start of work, as required by permit or consultation conditions, a Caltrans biologist, or Environmental Construction Liaison (ECL) would meet with the contractor to brief them on environmental permit conditions and requirements relative to each stage of the proposed project, including, but not limited to, work windows, drilling site management, and how to identify and report regulated species within the project areas.

BR-2: Animal Species

A. To protect migratory and nongame birds (occupied nests and eggs), if possible, vegetation removal would be limited to the period outside of the bird breeding season (removal would occur between September 16 and January 31). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist five days prior to vegetation removal. If an active nest is located, the biologist would coordinate with CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied.

B. To prevent attracting corvids (birds of the *Corvidae* family which include jays, crows, and ravens), no trash or foodstuffs would be left or stored on-site. All trash would be deposited in a secure container daily and disposed of at an approved waste facility at least once a week. Also, on-site workers would not attempt to attract or feed any wildlife.

BR-3: Invasive Species

Invasive non-native species control would be implemented. Measures would include:

- Straw, straw bales, seed, mulch, or other material used for erosion control or landscaping which would be free of noxious weed seed and propagules.

- All equipment would be thoroughly cleaned of all dirt and vegetation prior to entering the job site to prevent importing invasive non-native species. Project

personnel would adhere to the latest version of the *California Department of Fish and Wildlife Aquatic Invasive Species Cleaning/Decontamination Protocol (Northern Region)* for all field gear and equipment in contact with water.

BR-4: Plant Species and Sensitive Natural Communities

A. After completion, all superfluous construction materials would be completely removed from the site. The site would then be restored by regrading and stabilizing with a hydroseed mixture of native species along with fast growing sterile erosion control seed, as required by the Erosion Control Plan.

Cultural Resources

CR-3: If cultural materials are discovered during construction, work activity within a 60-foot radius of the discovery would be stopped and the area secured until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer (SHPO).

CR-4: If human remains and related items are discovered on private or State land, they would be treated in accordance with State Health and Safety Code § 7050.5. Further disturbances and activities would cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to California Public Resources Code (PRC) § 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD).

Human remains and related items discovered on federally owned lands would be treated in accordance with the Native American Graves Protection and Repatriation Act of 1990 (NAGPRA) (23 USC 3001). The procedures for dealing with the discovery of human remains, funerary objects, or sacred objects on federal land are described in the regulations that implement NAGPRA 43 CFR Part 10. All work in the vicinity of the discovery shall be halted and the administering agency's archaeologist would be notified immediately. Project activities in the vicinity of the discovery would not resume until the federal agency complies with the 43 CFR Part 10 regulations and provides notification to proceed.

Geology, Seismic/Topography, and Paleontology

GS-1: The project would be designed to minimize slope failure, settlement, and erosion using recommended construction techniques and Best Management Practices (BMPs). New earthen slopes would be vegetated to reduce erosion potential.

GS2: In the unlikely event that paleontological resources (fossils) are encountered, all work within a 60-foot radius of the discovery would stop, the area would be secured, and the work would not resume until appropriate measures are taken.

Greenhouse Gas Emissions

GHG-1: Caltrans Standard Specification "Air Quality" requires compliance by the contractor with all applicable laws and regulations related to air quality.

GHG-2: Caltrans would comply with Title 13 of the California Code of Regulations, which includes restricting idling of diesel-fueled commercial motor vehicles and equipment with gross weight ratings of greater than 10,000 pounds to no more than 5 minutes.

GHG-3: Caltrans Standard Specification “Emissions Reduction” ensures that construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resource Board (CARB).

GHG-4: Caltrans would use a Transportation Management Plan (TMP) to minimize vehicle delays and idling emissions. As part of this, construction traffic would be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along the highway during peak travel times.

Hazardous Waste and Material

HW-1: Per Caltrans requirements, the contractor(s) would prepare a project-specific Lead Compliance Plan (CCR Title 8, § 1532.1, the “Lead in Construction” standard) to reduce worker exposure to lead-impacted soil. The plan would include protocols for environmental and personnel monitoring, requirements for personal protective equipment, and other health and safety protocols and procedures for the handling of lead-impacted soil.

HW-2: When identified as containing hazardous levels of lead, traffic stripes would be removed and disposed of in accordance with Caltrans Standard Special Provision "Residue Containing Lead from Paint and Thermoplastic."

HW-3: If treated wood waste (such as removal of signposts or guardrail) is generated during this project, it would be disposed of in accordance with Standard Specification "Treated Wood Waste."

Noise

N-1: Noise associated with construction is controlled by Caltrans Standard Specification Section 14-8.02, "Noise Control," which states the following:

- Control and monitor noise resulting from work activities.
- Do not exceed 86 dBA Lmax at 50 feet from the job site from 9 p.m. to 6 a.m.

Traffic and Transportation

TT-2: The contractor would be required to schedule and conduct work to avoid unnecessary inconvenience to the public and to maintain access to driveways, houses, and buildings within the work zones.

Utilities and Emergency Services

UE-1: All emergency response agencies in the project area would be notified of the project construction schedule and would have access to U.S. Highway 50 throughout the construction period.

UE-3: The project is located within the very high CAL FIRE Threat Zone. The contractor would be required to submit a jobsite fire prevention plan as required by Cal/OSHA before starting job site activities. In the event of an emergency or wildfire, the contractor would cooperate with fire prevention authorities.

Water Quality and Stormwater Runoff

WQ-1: The project would comply with the Provisions of the Caltrans MS4 Permit, NPDES No. CAS000003, SWRCB Order No. 2022-0033-DWQ (adopted on June 22, 2022, and effective on January 1, 2023) If the project results in a land disturbance of one

acre or more, coverage under the Construction General Permit (Order 2009-0009-DWQ) is also required.

Before any ground-disturbing activities, the contractor would prepare a Stormwater Pollution Prevention Plan (SWPPP) (per the Construction General Permit Order No. 2022-0033-DWQ) or Water Pollution Control Program (WPCP) (for projects that result in a land disturbance of less than one acre) that includes erosion control measures and construction waste containment measures to protect Waters of the State during project construction.

The SWPPP or WPCP would identify the sources of pollutants that may affect the quality of stormwater; include construction site Best Management Practices (BMPs) to control sedimentation, erosion, and potential chemical pollutants; provide for construction materials management; include non-stormwater BMPs; and include routine inspections and a monitoring and reporting plan. All construction site BMPs would follow the latest edition of the *Caltrans Construction Site Best Management Practices (BMP) Manual* (Caltrans 2017) to control and reduce the impacts of construction-related activities, materials, and pollutants on the watershed.

The project SWPPP or WPCP would be continuously updated to adapt to changing site conditions during the construction phase.

Construction may require one or more of the following temporary construction site BMPs:

- Any spills or leaks from construction equipment (e.g., fuel, oil, hydraulic fluid, and grease) would be cleaned up in accordance with applicable local, state, and/or federal regulations.
- Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering.
- Water generated from the dewatering operations would be discharged on-site for dust control and/or to an infiltration basin or disposed off-site.
- Temporary sediment control and soil stabilization devices would be installed.
- Existing vegetated areas would be maintained to the maximum extent practicable.

- Clearing, grubbing, and excavation would be limited to specific locations, as delineated on the plans, to maximize the preservation of existing vegetation.
- Vegetation reestablishment or other stabilization measures would be implemented on disturbed soil areas, per the Erosion Control Plan.
- Soil-disturbing work would be limited during the rainy season.

WQ-2: The project would incorporate pollution prevention and design measures consistent with the *2016 Caltrans Storm Water Management Plan* (Caltrans 2016*)*. This plan complies with the requirements of the Caltrans Statewide NPDES Permit (Order No. 2022-0033-DWQ) as amended by subsequent orders.

The project design may include one or more of the following:

- Where possible, stormwater would be directed in such a way as to sheet flow across vegetated slopes, thus providing filtration of any potential pollutants.

1.5 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation supporting a Categorical Exclusion determination would be prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the National Marine Fisheries Service and the United States Fish and Wildlife Service—in other words, species protected by the Federal Endangered Species Act).

Chapter 2. CEQA Environmental Checklist

Environmental Factors Potentially Affected

The environmental factors noted below would be potentially affected by this project. Please see the CEQA Environmental Checklist on the following pages for additional information.

Potential Impact Area	Impacted: Yes / No
Aesthetics	**No**
Agriculture and Forest Resources	No
Air Quality	**Yes**
Biological Resources	**Yes**
Cultural Resources	**Yes**
Energy	**Yes**
Geology and Soils	No
Greenhouse Gas Emissions	**Yes**
Hazards and Hazardous Materials	**Yes**
Hydrology and Water Quality	**Yes**
Land Use and Planning	No
Mineral Resources	No
Noise	**Yes**
Population and Housing	No
Public Services	No
Recreation	No
Transportation	No
Tribal Cultural Resources	No
Utilities and Service Systems	No
Wildfire	No
Mandatory Findings of Significance	No

The CEQA Environmental Checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the project will indicate there are no impacts to a particular resource. A "NO IMPACT" answer in the last column of the checklist reflects this determination. The words "significant" and "significance" used throughout the CEQA

Environmental Checklist are only related to potential impacts pursuant to CEQA. The questions in the CEQA Environmental Checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, as well as standardized measures applied to all or most Caltrans projects (such as Best Management Practices [BMPs] and measures included in the Standard Plans and Specifications or as Standard Special Provisions [Section 1.4]), are an integral part of the project and have been considered prior to any significance determinations documented in the checklist or document.

Project Impact Analysis Under CEQA

CEQA broadly defines "project" to include *"the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment"* (14 CCR § 15378). Under CEQA, normally the baseline for environmental impact analysis consists of the existing conditions at the time the environmental studies began. However, it is important to choose the baseline that most meaningfully informs decision-makers and the public of the project's possible impacts. Where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project's impacts, a lead agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence. In addition, a lead agency may also use baselines consisting of both existing conditions and projected future conditions that are supported by reliable projections based on substantial evidence in the record. The CEQA Guidelines require a "statement of the objectives sought by the proposed project" (14 CCR § 15124(b)).

CEQA requires the identification of each potentially "significant effect on the environment" resulting from the project, and ways to mitigate each significant effect. Significance is defined as *"Substantial or potentially substantial adverse change to any of the physical conditions within the area affected by the project"* (14 CCR § 15382). CEQA determinations are made prior to and separate from the development of mitigation measures for the project.

The legal standard for determining the significance of impacts is whether a "fair argument" can be made that a "substantial adverse change in physical conditions" would occur. The fair argument must be backed by substantial evidence including facts, reasonable assumption predicated upon fact, or expert opinion supported by facts. Generally, an environmental professional with specific training in an area of environmental review can make this determination.

Though not required, CEQA suggests Lead Agencies adopt thresholds of significance, which define the level of effect above which the Lead Agency will consider impacts to be significant, and below which it will consider impacts to be less than significant. Given the size of California and it's varied, diverse, and complex ecosystems, as a Lead Agency that encompasses the entire State, developing thresholds of significance on a state-wide basis has not been pursued by Caltrans. Rather, to ensure each resource is evaluated objectively, Caltrans analyzes potential resource impacts in the project area based on their location and the effect of the potential impact on the resource. For example, if a project has the potential to impact 0.10 acre of wetland in a watershed that has minimal development and contains thousands of acres of wetland, then a "less than significant" determination would be considered appropriate. In comparison, if 0.10 acre of wetland would be impacted that is located within a park in a city that only has 1.00 acre of total wetland, then the 0.10 acre of wetland impact could be considered "significant."

If the action may have a potentially significant effect on any environmental resource (even with mitigation measures implemented), then an Environmental Impact Report (EIR) must be prepared. Under CEQA, the lead agency may adopt a negative declaration (ND) if there is no substantial evidence that the project may have a potentially significant effect on the environment (14 CCR § 15070(a)). A proposed negative declaration must be circulated for public review, along with a document known as an Initial Study. CEQA allows for a "Mitigated Negative Declaration" in which mitigation measures are proposed to reduce potentially significant effects to less than significant (14 CCR § 15369.5).

Although the formulation of mitigation measures shall not be deferred until some future time, the specific details of a mitigation measure may be developed after project approval when it is impractical or infeasible to include those details during the project's environmental review. The lead agency must (1) commit itself to the mitigation, (2) adopt specific performance standards the mitigation will achieve, and (3) identify the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure.

Compliance with a regulatory permit or other similar processes may be identified as mitigation if compliance would result in implementation of measures that would be reasonably expected, based on substantial evidence in the record, to reduce the significant impact to the specified performance standards (§ 15126.4(a)(1)(B)).

Per CEQA, measures may also be adopted, but are not required, for environmental impacts that are not found to be significant (14 CCR § 15126.4(a)(3)). Under CEQA, mitigation is defined as avoiding, minimizing, rectifying, reducing, and compensating for any potential impacts (CEQA 15370). Regulatory agencies may require additional measures beyond those required for compliance with CEQA. Though not considered "mitigation" under CEQA, these measures are often referred to in an Initial Study as "mitigation", Good Stewardship or Best Management Practices. These measures can also be identified after the Initial Study/Negative Declaration is approved.

CEQA documents must consider direct and indirect impacts of a project (CAL. PUB. RES. CODE § 21065.3). They are to focus on significant impacts (14 CCR § 15126.2(a)). Impacts that are less than significant need only be briefly described (14 CCR § 15128). All potentially significant effects must be addressed.

Definitions of Project Parameters

When determining the parameters of a project for potential impacts, the following definitions are provided:

Project Area: This is the general area where the project is located. This term is mainly used in the Environmental Setting section (e.g., watershed, climate type, etc.).

Project Limits: This is the beginning and ending post miles for a project. This is different than the ESL in that it sets the beginning and ending limits of a project along the highway. It is the limits programmed for a project, and every report, memo, etc. associated with a project should use the same post mile limits. In some cases, there may be areas associated with a project that are outside of the project limits, such as staging and disposal locations.

Project Footprint: The area within the Environmental Study Limits (ESL) the project is anticipated to impact, both temporarily and permanently. This includes staging and disposal areas.

Environmental Study Limits (ESL): The project engineer provides the Environmental team the ESL as an anticipated boundary for potential impacts. The ESL is *not* the project

footprint. Rather, it is the area encompassing the project footprint where there could *potentially* be direct and indirect disturbance by construction activity. The ESL is larger than the project footprint in order to accommodate any future scope changes. The ESL is also used for identifying the various Biological Study Areas (BSAs) needed for different biological resources.

Biological Study Area (BSA): The BSA encompasses the ESL plus any areas outside of the ESL that could potentially affected by a project (e.g., noise, visual, Coastal Zone, etc.). Depending on resources in the area, a project could have multiple BSAs. Each BSA should be identified and defined. If the project is within the Coastal Zone, this area would also include the required 100 foot buffer.

2.1 Aesthetics

Except as provided in the Public Resources Code Section 21099:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Have a substantial adverse effect on a scenic vista?				✓
Would the project: b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
Would the project: c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				✓
Would the project: d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				✓

"No Impact" determinations in this section are based on the Visual Impact Assessment (VIA) Checklist prepared July 13, 2023. The proposed project would have no effect on a scenic vista, would not damage scenic resources, would not degrade the existing visual character or quality of the site or its surroundings, and would not create a new source of light or glare.

Standard measures and Best Management Practices (BMPs) as outlined in Chapter 1 Section 1.4 would be implemented to further avoid and/or minimize any potential impacts, as feasible.

2.2 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project; the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (CARB).

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
Would the project: b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
Would the project: c) Conflict with existing zoning for, or cause rezoning of forest land (as defined by Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				✓
Would the project: d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Department of Conservation Farmland Mapping & Monitoring Program accessed February 21, 2024, and the El Dorado County General Plan - Conservation and Open Space Element dated December 10, 2019. There are no farm or timberland resources located within the project limits. Thus, there is no impact.

2.3 Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Conflict with or obstruct implementation of the applicable air quality plan?				✓
Would the project: b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			✓	
Would the project: c) Expose sensitive receptors to substantial pollutant concentrations?			✓	
Would the project: d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				✓

Regulatory Setting

The federal Clean Air Act (CAA), as amended, is the primary federal law that governs air quality, while the California Clean Air Act (CAA) is its corresponding state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA) and California Air Resources Board (CARB), set standards for the concentration of pollutants in the air.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under NEPA. In addition to this analysis, a parallel "Conformity" requirement under the federal CAA also applies. U.S. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply

in unclassifiable/attainment areas for National Ambient Air Quality Standards (NAAQS) and do not apply at all for state standards regardless of the status of the area.

Affected Environment

U.S. 50 serves as a major east-west connector in California within Caltrans District 3. This project begins at Ice House Road and continues to about 1.0 miles west of Pyramid Creek Bridge. This portion of the highway is a two-lane conventional highway facility with multiple passing lanes in both directions. The area surrounding this section of U.S. 50 is classified as a rural and is within or adjacent to the Eldorado National Forest with minimal commercial and scattered residential areas mostly occurring in the communities of Kyburz, Strawberry, and White Hall.

Avoidance, Minimization and Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.3—Air Quality

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

No Impact:

Based on the Air Quality Analysis Memo prepared March 20, 2023, this project would not conflict or impede any air quality plan since there would not be changes to traffic volumes, capacity, vehicle miles traveled (VMT), fleet mix, speed, location of existing facilities, or any other factor that would increase long-term operational emissions. A discussion of greenhouse gas emissions is provided in Section 2.8. Thus, no impact.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant:

No cumulatively considerable net increase of any criteria pollutant would occur since this project region is in attainment and the scope would not increase capacity. Only temporary impacts are anticipated, and standard measures and Best Management Practices (BMPs) as

outlined in Chapter 1 Section 1.4 would be implemented. Thus, there would be a less than significant impact.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant:

Sensitive receptors are children, elderly, asthmatics, and others who are at a heightened risk of negative health outcomes due to exposure to air pollution. There is one known "sensitive receptor" group in the vicinity of the project: Silver Fork Elementary School on Sugar Loaf Avenue in Kyburz, approximately adjacent to U.S. 50 between PM 48.00 to 48.20. The project may result in fugitive dust and exhaust from construction equipment, and it may also be generated during excavation, grading, and hauling activities. However, although a sensitive receptor group is in the vicinity, the impact would be temporary, and the distance between the school and U.S. 50 is approximately 0.15 feet of forested terrain, and any dust and emissions would be reduced and controlled with Standard measures and BMPs as stated above. Thus, there would be a less than significant impact.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

No Impact:

Due to the project being maintenance of an existing high volume interstate highway, and the low population density and rural nature of the project vicinity, a change in odorous emissions that would affect a substantial number of people wound not occur. Thus, no impact.

2.4 Biological Resources

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?			✓	
Would the project: b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			✓	
Would the project: c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
Would the project: d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
Would the project: f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

Regulatory Setting

Within this section of the document, the topics are separated into Sensitive Natural Communities, Wetlands and Other Waters, Plant Species, Animal Species, Threatened and Endangered Species, and Invasive Species. Plant and animal species listed as "threatened" or "endangered" are covered within the Threatened and Endangered sections. Other special status plant and animal species, including U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) candidate species, California Department of Fish and Wildlife (CDFW) Fully Protected (FP) species, Species of Special Concern (SSC), and California Native Plant Society (CNPS) rare plants are covered in the respective Plant and Animal sections.

Sensitive Natural Communities

CDFW maintains a list of sensitive natural communities (SNCs). SNCs are those natural communities that are of limited distribution statewide or within a county or region and are often vulnerable to environmental effects of projects. These communities may or may not contain special status taxa or their habitat.

Wetlands and Other Waters

Waters of the United States (including wetlands) and State are protected under several laws and regulations. The primary laws and regulations governing wetlands and other waters include:

- Federal Clean Water Act (CWA)–33 United States Code (USC) 1344

- Federal Executive Order for the Protection of Wetlands (Executive Order [EO] 11990)
- State California Fish and Game Code (CFGC)–Sections 1600–1607
- State Porter-Cologne Water Quality Control Act–Section 3000 et seq.

Plant Species

The USFWS and CDFW have regulatory responsibility for the protection of special status plant species. The primary laws governing plant species include:

- Federal Endangered Species Act (FESA)–USC 16 Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402
- California Endangered Species Act (CESA)–California Fish and Game Code Section 2050, et seq.
- Native Plant Protection Act–California Fish and Game Code Sections 1900–1913
- National Environmental Policy Act (NEPA)–40 CFR Sections 1500 through 1508
- California Environmental Quality Act (CEQA)–California Public Resources Code (PRC) Sections 21000–21177

Animal Species

The USFWS, NMFS, and CDFW have regulatory responsibility for the protection of special status animal species. The primary laws governing animal species include:

- NEPA–40 CFR Sections 1500 through 1508
- CEQA–California Public Resources Code Sections 21000–21177
- Migratory Bird Treaty Act–16 USC Sections 703–712
- Fish and Wildlife Coordination Act–16 USC Section 661
- California Fish and Game Code Sections 1600–1603
- California Fish and Game Code Sections 4150 and 4152

Threatened and Endangered Species

The primary laws governing threatened and endangered species include:

- FESA–USC 16 Section 1531, et seq. See also 50 CFR Part 402

- CESA–California Fish and Game Code Section 2050, et seq.
- CESA–California Fish and Game Code Section 2080
- CEQA–California Public Resources Code, Sections 21000–21177
- Magnuson-Stevens Fishery Conservation and Management Act, as amended–16 USC Section 1801

Invasive Species

The primary laws governing invasive species are Executive Order (EO) 13112 and NEPA.

Affected Environment

A Natural Environment Study (NES) (Caltrans 2024d) was prepared for the project. Caltrans coordinated with water quality specialists and agency personnel from CDFW, and U.S Forest Service - Eldorado National Forest Placerville Ranger District. See Chapter 3 for a summary of these coordination efforts and professional contacts.

The Environmental Study Limits (ESL), provided by the Caltrans Design team at the beginning of the environmental study process, is the area encompassing the project footprint where there could potentially be direct and indirect disturbance by construction activity. The Affected Environment describes the project area's physical and biological conditions, including vegetation, special status species, common wildlife, habitat connectivity, dispersal/migration corridors, aquatic resources, and invasive species.

A literature search was conducted to obtain sensitive species information for the Riverton, Kyburz, Old Iron Mountain, and Leek Spring Hill United States Geological Survey (USGS) 7.5-minute topographic quadrangles. The following web-based resources were referenced: USFWS IPac Endangered and Threatened Species Database, National Marine Fisheries Service (NMFS) online species list, CDFW California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants.

The Biological Study Areas (BSAs) for the proposed project encompass the ESL plus resource-specific areas outside of the ESL that could potentially be affected by the project. These BSAs were determined based on elements of construction that may reach beyond the immediate project footprint, such as elevated noise/hydroacoustic levels, visual disturbances, modifications to surface and subsurface hydrology, and/or downstream water quality impacts. The BSAs were identified to assess potential impacts of the proposed project and are described under the BSA section below.

Physical Conditions

The climate in the region is relatively mild. At the closest NOAA weather station, Hell Hole station in Placer County, the average monthly temperatures range from a low of approximately 33.8 degrees Fahrenheit (°F) in February to a high of approximately 71.4°F during summer months, with a mean annual precipitation of approximately 45.2 inches (National Oceanic and Atmospheric Administration [NOAA] National Centers for Environmental Information, 2023). According to the Natural Resources Conservation Service (NRCS) National Water and Climate Center, normal conditions were present within the BSA during the fall of 2022 surveys (NRCS 2023).

Envrionmental Study Limits (ESLs) and Biological Study Areas (BSAs)

Biological habitat evaluation resource surveys were conducted by qualified Caltrans biology staff during the fall of 2022 to determine habitat suitability for special status species. Field observation data was collected and used to analyze the potential for indirect and direct effects, including consideration of long-term, short-term, and cumulative effects of the project on the biota in the area.

Table 3. Biological Resource Surveys

Date	Personnel	Notes
August 26, 2022	S. Eto, Caltrans Biologist C. Hoffman, Caltrans Generalist	General habitat evaluation to determine habitat suitability for special status species.
November 7, 2022	S. Eto, Caltrans Biologist C. Hoffman, Caltrans Generalist	General habitat evaluation to determine habitat suitability for special status species.

The Environmental Study Limits (ESL), which was provided by the Caltrans Design team at the beginning of the environmental study process, is the area encompassing the project footprint that could potentially be directly and indirectly disturbed by construction activity. The ESL is used to determine the various BSAs needed for different resources. The projects ESL includes U.S. 50 and portions of Eldorado National Forest, which is adjacent to the highway throughout most of the project area.

The Biological Study Areas (BSAs) for the proposed project encompass not only the ESL but also resource-specific areas outside of the ESL that could potentially be affected by the project; this consideration was used as the project BSAs were delineated.

The project is located within the Sierra Nevada ecological region, which is mountainous, deeply dissected, and has a westerly tilting fault block. The central part of the region, where the BSAs are located, is largely composed of granitic rocks that are lithologically distinct from the mixed geology of the region. The vegetation grades from mostly ponderosa pine and Douglas-fir at low elevations on the west side; to pines and Sierra juniper on the east side; and to fir and other conifers at higher elevations. Alpine conditions exist at the highest elevations. Table 4 summarizes vegetation alliances within and adjacent to the project limits.

Table 4. Vegetation Alliance Summary

Vegetation Alliance	State Ranking	Sensitive Natural Community
Ponderosa pine forest and woodland	S4	No
Ponderosa pine – incense cedar – Douglas fir forest and woodland	S4	No
Ruderal grassland	N/A	No
Developed Land	N/A	No
Barren Lands	N/A	No

Natural Communities and Land Cover Types

Ponderosa Pine Forest and Woodland

The most common vegetation community within this BSA is ponderosa pine forest and woodland. This community type is characterized by an overstory dominated by ponderosa pine (*Pinus ponderosa*), which forms dense stands in some sections of the community while it is co-dominant with other conifers like incense cedar (*Calocedrus decurrens*) and Douglas fir (*Pseudotsuga menziesii*) in areas. Occasional hardwoods like black oak (*quercus kelloggii)*, madrone (*Arbutus menziesii*), and sugar pine (*Pinus lambertiana*) are found interspersed throughout the community.

Shrub layers within the community is largely limited due to the dense, continuous canopy formed by the overstory. Where a shrub layer is present, it is primarily comprised of creeping snowberry (*Symphoricarpos mollis*), poison oak (*Toxicodendron diversilobum*), mountain misery (*Chamaebatia foliolosa*), and coffeeberry (*Frangula californica*). Where openings exist, primarily on ridges and south facing slopes, whiteleaf manzanita (*Arctostaphylos viscida*) occurs in dense stands. Scrub oak (*Quercus berberidifolia*), buck brush (*Ceanothus cuneatu*s), and deer brush (*Ceanothus integerrimus*) also occur in exposed areas or sunny slopes adjacent to roadsides.

Common herbaceous species observed in this community include soft brome (*Bromus hordeaceus*), ripgut brome (*Bromus diandrus*), cheat grass (Bromus tectorum), dogtail (*Cynosurus echinatus*), orchard grass (*Dactylis glomerata*), tall fescue (*Festuca arundinacea*), Italian ryegrass (*Festuca perennis*), bulbous blue grass (*Poa bulbosa*), as well as forbs including mugwort (*Artemisia douglasiana*), California wood fern (*Dryopteris arguta*), rubber rabbitbrush (*Ericameria nauseosa*), naked buckwheat (*Eriogonum nudum*), penstemon (*Penstemon* sp.), sky lupine (*Lupinus nanus*), madia (*Madia* spp.), and sheep sorrel (*Rumex acetosella*). In disturbed areas along roadsides, non-native grasses and invasive species including tree of heaven (*Ailanthus altissima*), sweet pea (*Lathyrus latifolia*), black locust (*Robinia pseudoacacia*), and yellow star thistle (*Centaurea solstitialis*) increased in prevalence.

Ponderosa Pine – Incense Cedar – Douglas Fir Forest and Woodland

Ponderosa pine – incense cedar – Douglas fir forest and woodland is the community found within the entirety of the eastern BSA. This alliance consists of a dense evergreen canopy comprised primarily of ponderosa pine, incense-cedar, and Douglas fir. Some sugar pine, western white pine (*Pinus monticola*), black oak, and white fir exist in smaller quantities.

The shrub layer is intermittently dispersed throughout location 3 and is thicker in the western portion of the BSA and tapering east. Green leaf manzanita (*Arctostaphylos patula*), red buckthorn (*Frangula rubra* ssp. *rubra*), whitethorn (*Ceanothus cordulatus*), and deer brush are the common shrub species.

Herbaceous species density depends on overstory density, being sparse in the center of the BSA, and being more abundant and diverse at the eastern end of the BSA. Common herbaceous species encountered within this alliance include annual grasses such as dogtail (*Cynosurus echinatus*), orchard grass (*Dactylis glomerata*), tall fescue, Italian ryegrass, and

bulbous blue grass (*Poa bulbosa*) as well as forbs including Penstemon sp., sky lupine (*Lupinus nanus*), and naked buckwheat (*Eriogonum nudum*).

Ponderosa Pine Woodland Riparian

The riparian habitat found within the BSA is characterized by an overstory dominated by ponderosa pine. Shrub layer within the community is largely limited due to the dense, continuous canopy formed by the overstory. Where a shrub layer is present, it is primarily comprised of creeping snowberry, poison oak, mountain misery, and coffeeberry. This riparian habitat is of low to marginal quality and serves little ecological function due to regular mowing and maintenance activities. The area is commonly devoid of a meaningful understory aside from ruderal grasses and forbes.

Ruderal Grassland

Herbaceous ground cover within this area is sparse to moderate, including non-native grasses such as cheat grass (*Bromus tectorum*), tall fescue (*Festuca arundinacea*), and intermediate wheatgrass (*Elymus hispidus*), inter-mixed with native bunch grasses such as squirrel tail grass (*Elymus elymoides*), wild blue-rye (*Elymus gaucus*), beardless wild rye (*Elymus triticoides*), and June grass (*Koeleria macrantha*). Forbs include alyssum (*Alyssum alyssoides*.), yarrow (*Achillea millefolium*) and in disturbed areas along roadsides, non-native grasses and invasive species including Canada thistle (*Cirsium arvense*), ribwort (*Plantago lanceolata*), and stork's bill (*Erodium cicutarium*).

Sensitive Natural Communities

Sensitive Natural Communities (SNCs) are natural communities that are of limited distribution statewide or within a county or region and are often vulnerable to environmental effects of projects. These communities may or may not contain special status taxa or their habitat. High priority SNCs are globally (G), and state (S) ranked 1 to 3, where 1 is critically imperiled, 2 is imperiled, and 3 is vulnerable. Global and state ranks of 4 and 5 are considered apparently secure and demonstrably secure, respectively (CDFW 2023c).

Natural alliances and associated natural community types identified within the Project ESL are typical of the mid to high-elevation Sierra Nevada ecoregion of northern California. The three (3) natural community types identified above commonly occur in the surrounding area, however, the valley oak woodland alliance, which was encountered within the west BSA but outside of the ESL, is atypical for this area and is usually encountered at lower elevations. Within the ESL itself, no high priority SNC types were found. One high priority SNC was

identified outside of the ESL was valley oak woodland alliance, which has a State Rarity Ranking of S3, based on CDFW's current California Natural Community List (CDFW 2022b).

Riparian Habitat

Riparian habitat is characterized by an assemblage of plant species that grow exclusively in the riparian zone and is an area that interfaces between land and a river stream system. Riparian habitat within the BSA is comprised of by valley oak riparian woodland and ponderosa pine riparian woodland.

Riparian habitat located within the project area is comprised of ponderosa pine riparian woodland. Approximately 2.3 acres of ponderosa pine riparian was found immediately adjacent to the corresponding woodland and forest on the south side of U.S. 50 along the South Fork American River.

Wetlands and Other Waters

Surveys were performed to identify potential wetland and/or jurisdictional waters of the U.S. and State within and adjacent to the project construction footprint at each location. No wetlands were found within the project ESL, and proposed drainage improvements only include modifications to roadside stormwater facilities.

Habitat Connectivity

Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Stream courses and their associated riparian areas are often used as migration corridors by aquatic and terrestrial species. If corridors are degraded, habitat fragmentation can result. Habitat fragmentation is the process by which habitat loss results in the division of large, continuous habitats into smaller, more isolated remnants, thereby lessening its biological value.

The California Essential Habitat Connectivity Project (CEHC) was commissioned by Caltrans and the CDFW to identify and describe wildlife movement corridors in California (CDFW 2023d). The CEHC identifies large parcels of intact habitat or natural landscape that support native biodiversity and areas essential for ecological connectivity between them (Essential Connectivity Areas [ECAs]). Similarly, the CDFW Areas of Conservation Emphasis (ACE) is a tool that utilizes a compilation of statewide spatial information on items such as biodiversity, rarity, significant habitats, and connectivity to produce a ranking of an area's connectivity importance.

Since U.S. 50 currently bisects potential wildlife habitat, primarily undeveloped mountainous range, the project scope is unlikely to affect the existing habitat connectivity attributes and potential impacts to terrestrial wildlife connectivity would be negligible compared to current conditions.

There are no waters within the project ESL suitable for fish passage and CalFish database does not identify any fish barriers near the project area.

Special Status Plant Species

For the purposes of this evaluation, "special status plants" are those species that are legally protected or prioritized under the regulations. For this survey, special status plants include:

- Species listed or proposed for listing as threatened or endangered under FESA.
- Species that are candidates for possible future listing as threatened or endangered under the FESA.
- Species listed or proposed for listing by the State of California as threatened or endangered under the CESA.
- Species that meet the definitions of rare or endangered under CEQA.
- Plant species listed as rare under the California Native Plant Protection Act (CNPPA).
- Plants listed by CNPS per the California Rare Plants Ranks (CRPR).

The project ESL was assessed for the potential to support special status plant species and/or their habitats via desktop review of aerial imagery and records of occurrences, and through discussions with agency personnel and species experts. General habitat assessments were conducted for all special status plant species provided by the records search.

Based on the results of a desktop, literature review record search, a total of 17 special status plant were identified in the records search as state or federally listed or CRPR with the potential to occur. Of the species listed in the records search, suitable habitat for 11 species exists within the BSA, however no special status plant species were encountered within the project BSA during field surveys.

- Upswept moonwort (*Botrychium ascendens*)
- Scalloped Moonwort (*Botrychium crenulatum*)
- Mingan moonwort (*Botrychium minganese*)

- Davey's sedge (*Carex limosa*)
- English sundew (*Drosera angelica*)
- Alkali hymenoxys (*Hymenoxys lemmonii*)
- Sierra Valley Ivesia (*Ivesua aperta* var. *aperta*)
- Dog Valley Ivesia (*Ivesia aperta* var. *canina*)
- Plumas Ivesia (*Ivesia sericoleuca*)
- Santa Lucia Dwarf Rush (*Juncus luciensis*)

Special Status Animal Species

For the purposes of this evaluation, special status wildlife species are those species that are legally protected or prioritized. Special status wildlife species reviewed in this Initial Study include:

- Species listed or proposed for listing as threatened or endangered under FESA.
- Species that are candidates for possible future listing under FESA.
- Species listed or proposed for listing by the State of California as threatened or endangered under CESA.
- Species that meet the definitions of rare or endangered under CEQA.
- CDFW Species of Special Concern (SSC) and Fully Protected (FP) Species.

The project ESL was assessed for the potential to support special status animal species and/or their habitats via desktop review of aerial imagery and records of occurrences, site visits, and through discussions with agency personnel and species experts. General habitat assessments were conducted for all special status animal species provided by the records search.

Based on the results of a desktop, literature review record search, a total of nine (9) special status animal were identified in the records search as state or federally listed or CRPR with the potential to occur. Of the species listed in the records search, suitable habitat does not exist within the BSA, and no special status animal species were encountered within the project BSA during field surveys.

- Sierra Nevada Yellow-legged Frog (*Rana sierrae*)

- Willow Flycatcher (*Empidonax traillii*)
- *Bald Eagle (Hallaeetus leucocephalus*)
- Cui-cui (*Chasmistes cujus*)
- Western bumble bee (*Bombus occidentalis*)
- Monarch butterfly (*Danaus plexippus*)
- Sierra Nevada Mountain Beaver (*Apiodontia rufa californica*)
- North American porcupine (*Erethixon dorsatum*)
- California Wolverine (*Gulo gulo*)

Migratory and Non-migratory Bird Species

The occupied nests and eggs of all birds are protected by state law (CFGC § 3503) and those of migratory birds are further protected by federal and state laws, including the Migratory Bird Treaty Act (MBTA) and CFGC Section 3503.5. USFWS is responsible for overseeing compliance with the MBTA, and CDFW is responsible for overseeing compliance with the CFGC and making recommendations about nesting birds.

Standard measures and Best Management Practices (BMPs) as outlined in Chapter 1 Section 1.4 would be implemented to avoid and/or minimize any potential impacts.

Fish Species

There are no waters within the project ESL suitable for fish, thus, project-related impacts to fish and/or fish passage are not expected.

Invasive Species

EO 13112, signed February 3, 1999, directs all federal agencies to prevent and control the introduction of invasive species in a cost-effective and environmentally sound manner. The EO established the National Invasive Species Council (NISC), which is composed of federal agencies and departments and a supporting Invasive Species Advisory Committee (ISAC) composed of state, local, and private entities. In 2008, NISC released an updated national invasive species management plan (National Invasive Species Council 2008) that recommends objectives and measures to implement the EO and to prevent the introduction and spread of invasive species. The EO requires consideration of invasive species in NEPA

analyses, including their identification and distribution, their potential impacts, and measures to prevent or eradicate them.

Roads, highways, and related construction projects are some of the principal dispersal pathways for invasive plant species. The introduction and spread of invasive plants adversely affect native plant communities by displacing native plant species that provide shelter and forage for wildlife species. Plants identified within the project ESL as federal noxious weeds by the United States Department of Agriculture, state noxious weed species designated by the California Department of Food and Agriculture, and invasive plants identified by California Invasive Plant Council are noted in Appendix C.

Avoidance, Minimization and Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.4a)— Biological Resources

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries/NMFS?

Less Than Significant Impact:

Although there is suitable habit present for special status species within the BSA, within the ESL the roadside vegetation is largely comprised of weedy highway shoulders, cut slopes, and limited riparian areas, which are highly disturbed due to regular maintenances activities such as snow removal via plow and salt application. No special-status species were encountered within the project ESL during the surveys. Thus, the project would have a less than significant impact.

Discussion of CEQA Environmental Checklist Question 2.4b)— Biological Resources

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations

or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact:

Although there is Valley oak riparian woodland and ponderosa pine riparian woodland found along the south side of U.S 50 along the South Fork American River, the project ESL is largely comprised of weedy highway shoulders and cut slopes with limited riparian areas found within or adjacent to roadside drainage features.

Approximately 2.3 acres of ponderosa pine riparian woodland area were identified within the ESL during these surveys and the proposed project activities would permanently impact approximately 0.09acres of ponderosa pine riparian.

Compensation for permit-driven impacts to riparian areas would be done in accordance with permitting requirements; final permit-driven mitigation ratios would be determined during the permitting process. These efforts would be combined with Standard measures and Best Management Practices as outlined in Chapter 1 Section 1.4, as feasible. Thus, the project would have a less than significant impact.

Discussion of CEQA Environmental Checklist Question 2.4c)— Biological Resources

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact:

There are no wetlands within the project ESL. Thus, no impact.

Discussion of CEQA Environmental Checklist Question 2.4d)— Biological Resources

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact:

The proposed project, this project would not affect any migratory wildlife corridors or the movement of any native resident or migratory fish or wildlife species. This project would not impede the use of native wildlife nursery sites. Thus, no impact.

Discussion of CEQA Environmental Checklist Question 2.4e)—Biological Resources

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact:

The proposed project would not conflict with local policies or ordinances protecting biological resources. Thus, no impact.

Discussion of CEQA Environmental Checklist Question 2.4f)—Biological Resources

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact:

The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Thus, no impact.

2.5 Cultural Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?			✓	
Would the project: b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			✓	
Would the project: c) Disturb any human remains, including those interred outside of dedicated cemeteries?				✓

Regulatory Setting

The term "cultural resources," as used in this document, refers to the built environment (e.g., structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under California state laws, cultural resources that meet certain criteria of significance are referred to by various terms including *archaeological resources, historic resources, historic districts, historical landmarks, and tribal cultural resources* as defined in PRC § 5020.1(j) and PRC § 21074(a). The primary state laws and regulations governing cultural resources include:

- California Historical Resources–PRC § 5020 et seq.
- California Register of Historical Resources (CRHR)–PRC § 5024 et seq. (codified 14 CCR § 4850 et seq.)
    - PRC § 5024, Memorandum of Understanding (MOU): The MOU between Caltrans and the State Historic Preservation Officer streamlines the PRC § 5024 process.
- California Environmental Quality Act–PRC § 21000 et seq. (codified 14 CCR § 15000 et seq.)

- Native American Historic Resource Protection Act–PRC § 5097 et seq.
- Assembly Bill (AB) 52, amends California Environmental Quality Act and the Native American Historic Resource Protection Act:
    - An effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined in PRC § 21074(a), is a project that may have a significant effect on the environment.
    - Additional consultation guidelines and timeframes
- California Native American Graves Protection and Repatriation Act–California Health and Safety Code §§ 8010-8011

Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer (SHPO) before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the NRHP or are registered or eligible for registration as California Historical Landmarks. Procedures for compliance with PRC Section 5024 are outlined in a Memorandum of Understanding (MOU)[1] between the California Department of Transportation and SHPO, effective January 1, 2015. For most Federal-aid projects on the State Highway System, compliance with the Section 106 Programmatic Agreement (PA) will satisfy the requirements of PRC Section 5024.

Affected Environment

U.S. 50 services as a major east-west connector in California within Caltrans District 3. It begins at Interstate 80 (I-80) in West Sacramento and traverses through portions of Yolo, Sacramento, and El Dorado counties before passing into the State of Nevada. It is designated as a Scenic Highway from downtown Placerville to the western city limit of South Lake Tahoe.

Within El Dorado County, U.S. 50 follows the general route of several historic wagon roads, many built over existing Indian trails, some of which still have existing patches adjacent to the project vicinity. The huge influx of European emigrants to California created immense

[1] The MOU is located on the SER at https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/5024mou-15-a11y.pdf

hardship for the local Indian Tribes, particularly as food resources were destroyed by the thousands of emigrants and their livestock. By the mid-1860s, the impacts of disease, immigrant violence, environmental degradation, and starvation had severely disrupted traditional lifeways. Despite all of this, Tribal groups such as the Miwok Indians, Maidu, Auburn Rancheria, Washoe, Wilton Rancheria, and the Colfax-Todds Valley Consolidated Tribe continue to live and thrive in the western Sierra foothills and the valleys adjacent to the east slope of the Sierras.

The following studies were completed in compliance with the Section 106 PA:

- Delineation of the Area of Potential Effect (APE).
- Delineation of the Environmentally Sensitive Area (ESA) and production of an ESA Action Plan for properties that could be protected in their entirety.
- Consultation with local historical societies, the Native American Heritage Commission, and local Native American representatives.
- An archaeological survey documented in an Archaeological Survey Report (ASR).
- Historic Resources Evaluation Report (HRER) to evaluate for the NRHP/CRHR unevaluated built environment properties.
- Preparation of an Historical Properties Survey Report (HPSR).
- Assessment of the project effects on properties determined (or assumed) eligible for the NRHP/CRHR with a Finding of Effect (FOE).
- Consultation with United States Forest Service (USFS).

Avoidance, Minimization and Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.5—Cultural Resources

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less than Significant:

Studies identified historical and archaeological resources within the proposed project's environmental study limits that would be avoided with the use of ESA fencing during construction. This avoidance measure would prevent impacts to this site. Anticipated construction impacts were also assessed on eligible built environment properties where the installation of ESA fencing is not feasible. It is anticipated that construction would not significantly affect these properties. Thus, the project would have a less than significant impact.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

No Impact:

No indicators of human remains were observed within the project limits. Thus, no impact.

2.6 Energy

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?			✓	
Would the project: b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				✓

Regulatory Setting

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires the identification of all potentially significant impacts to the environment, including energy impacts.

CEQA Guidelines Section 15126.2(b) and CEQA Guidelines Appendix F—Energy Conservation require an analysis of a project's energy use to determine if the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources.

Affected Environment

Energy in a resource context generally pertains to the use or conservation of fossil fuels, which are a finite resource.

Avoidance, Minimization and Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.6—Energy

a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

Less than Significant:

The proposed project would not increase capacity or provide congestion relief. As such, it is unlikely to increase direct energy consumption from mobile sources. While construction activities would result in a temporary increase in energy use, construction design features and standard measures and BMPs as outlined in Chapter 1 Section 1.4 would be implemented to conserve energy and would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Thus, the project would have a less than significant impact.

a) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact:

Project construction would primarily consume diesel and gasoline through operation of construction equipment, material deliveries, and debris hauling. Energy use associated with project construction is estimated to result in the consumption of diesel and gasoline powered equipment, which represents a small and temporary demand on local and regional fuel supplies. This temporary demand for fuel would have no noticeable effect on peak or baseline demands for energy. Thus, no impact.

2.7 Geology and Soils

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
ii) Strong seismic ground shaking?				✓
iii) Seismic-related ground failure, including liquefaction?				✓
iv) Landslides?				✓
Would the project: b) Result in substantial soil erosion or the loss of topsoil?				✓
Would the project: c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				✓
Would the project: d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				✓

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓
Would the project: f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Department of Conservation's California Geological Survey website accessed February 21, 2024. Potential impacts to Geological or Soil resources would not occur as the project scope is restricted to the disturbance of existing road prism fill and/or cut soil.

The project would have minor fill excavation associated with guardrail installation and curve realignment. The excavation of fill would be managed using the Standard Measures and BMPs discussed in Section 1.4 to ensure no soil erosion occurs.

2.8 Greenhouse Gas Emissions

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
Would the project: b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

CLIMATE CHANGE

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

Human activities generate GHGs consisting primarily of carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), and various hydrofluorocarbons (HFCs). CO_2 is the most abundant GHG; while it is a naturally occurring and necessary component of Earth’s atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO_2 that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO_2.

The impacts of climate change are already being observed in the form of sea level rise, drought, extended and severe fire seasons, and historic flooding from changing storm patterns. The most important strategy to address climate change is to reduce GHG emissions. Additional strategies are necessary to mitigate and adapt to these impacts. In the context of climate change, "mitigation" involves actions to reduce GHG emissions to lessen adverse impacts that are likely to occur. "Adaptation" is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation project.

Regulatory Setting

For a full list of laws, regulations, and guidance related to climate change (GHGs and adaptation), please refer to Caltrans' Standard Environmental Reference (SER), Chapter 16, Climate Change. This section outlines federal and state efforts to comprehensively reduce greenhouse gas emissions from transportation sources.

Federal

To date, no nationwide numeric mobile-source GHG reduction targets have been established, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to deciding on the action or project. In January 2023, the White House Council on Environmental Quality (CEQ) issued updated and expanded interim National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions and Climate Change (88 Fed. Reg. 1196) (CEQ NEPA GHG Guidance), in accordance with EO 14057, *Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability*, 86 FR 70935 (Dec. 13, 2021) and EO 14008, *Tackling the Climate Crisis at Home and Abroad*. The CEQ guidance does not establish numeric thresholds of significance but emphasizes quantifying reasonably foreseeable lifetime direct and indirect emissions whenever possible. This guidance also emphasizes resilience and environmental justice in project-level climate change and GHG analyses.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea level rise, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability

approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2022). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values— "the triple bottom line of sustainability" (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Early efforts by the federal government to improve fuel economy and energy efficiency to address climate change and its associated effects include The Energy Policy and Conservation Act of 1975 (42 USC Section 6201); and Corporate Average Fuel Economy (CAFE) Standards. The U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) sets and enforces corporate average fuel economy (CAFÉ) standards for on-road motor vehicles sold in the United States. The Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers and sets related GHG emissions standards for vehicles under the Clean Air Act. Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation's energy security, saves consumers money at the pump, and reduces GHG emissions (U.S. DOT 2014). These standards are periodically updated and published through the federal rulemaking process.

State

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs).

In 2005, EO S-3-05 initially set a goal to reduce California's GHG emissions to 80 percent below year 1990 levels by 2050, with interim reduction targets. Later EOs and Assembly and Senate bills refined interim targets and codified the emissions reduction goals and strategies. The California Air Resources Board (ARB) was directed to create a climate change scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Ongoing GHG emissions reduction was also mandated in Health and Safety Code (H&SC) Section 38551(b). In 2022, the California Climate Crisis Act was passed, establishing state policy to reduce statewide human- caused GHG emissions by 85 percent below 1990 levels, achieve net zero GHG emissions by 2045, and achieve and maintain negative emissions thereafter.

Beyond GHG reduction, the State maintains a climate adaptation strategy to address the full range of climate change stressors and passed legislation requiring state agencies to consider protection and management of natural and working lands as an important strategy in meeting the state's GHG reduction goals.

Environmental Setting

The proposed project is in a rural area within or adjacent to the El Dorado National Forest, with a primarily natural resources-based tourism economy. U.S. 50 is the main transportation route to and through the area for both passenger and commercial vehicles. The nearest alternate route is SR 88, approximately 6.20 miles to the south. Traffic counts can be high and consists of truck freight movement, as well as Lake Tahoe and Great Basin tourists and interstate travelers, alike. The project is within a segment of U.S. 50 that extends from Ice House Road to Echo Summit. This segment is a 2-lane, conventional highway of 26.6 miles with six extents of passing lanes in both directions. A major attractor along this segment is Sierra at Tahoe Ski Resort in the winter, and various recreation sites and campgrounds in the surrounding El Dorado National Forest. Caltrans conducts extensive snow removal operations along this segment during winter, with maintenance facilities including stations, sand houses, and chaining areas at various locations. The El Dorado County Regional Transportation Agency guides transportation development in the project area. The El Dorado County General Plan Circulation, Safety, and Traffic elements address GHGs in the project area.

GHG Inventories

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state of California, as required by H&SC Section 39607.4. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate action plans.

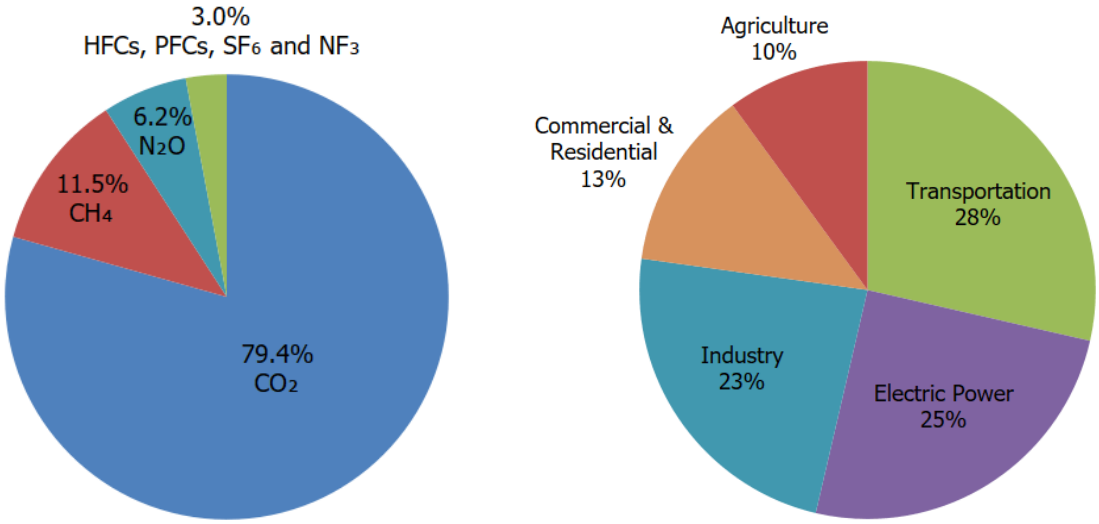
National GHG Inventory

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total national GHG emissions from all sectors in 2021 were 5,586.0 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. (Land Use, Land

Use Change, and Forestry provide a carbon sink equivalent to 12% of total U.S. emissions in 2021 [U.S. EPA 2023a].) While total GHG emissions in 2021 were 17% below 2005 levels, they increased by 6% over 2020 levels. Of these, 79.4% were CO_2, 11.5% were CH_4, and 6.2% were N_2O; the balance consisted of fluorinated gases. From 1990 to 2021, CO_2 emissions decreased by only 2% (U.S. EPA 2023a).

The transportation sector's share of total GHG emissions increased to 28% in 2021 and remains the largest contributing sector (Figure 3). Transportation fossil fuel combustion accounted for 92% of all CO_2 emissions in 2021. This is an increase of 7% over 2020, largely due to the rebound in economic activity following the COVID-19 pandemic (U.S. EPA 2023a, 2023b)).

Figure 3. U.S. 2021 Greenhouse Gas Emissions

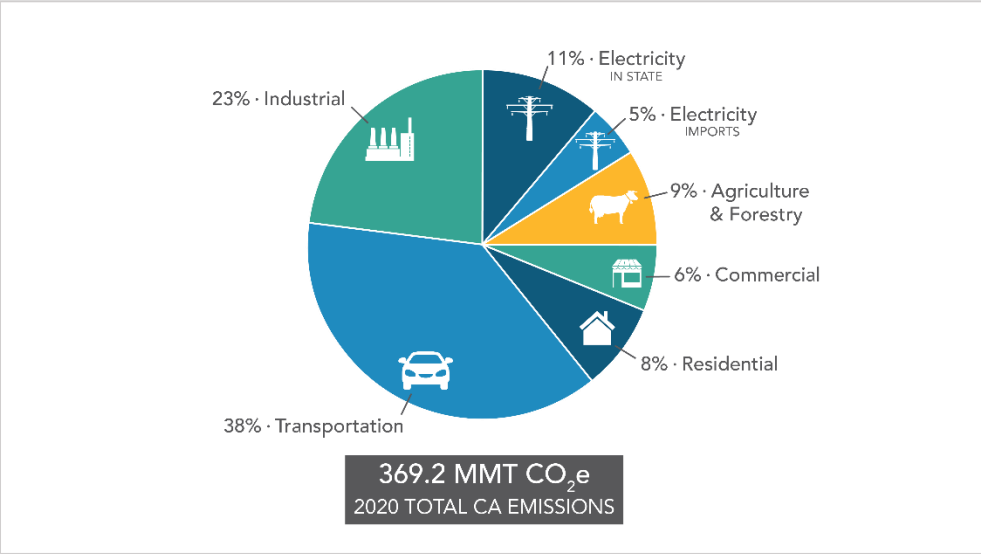


(Source: U.S. EPA 2023b)

State GHG Inventory

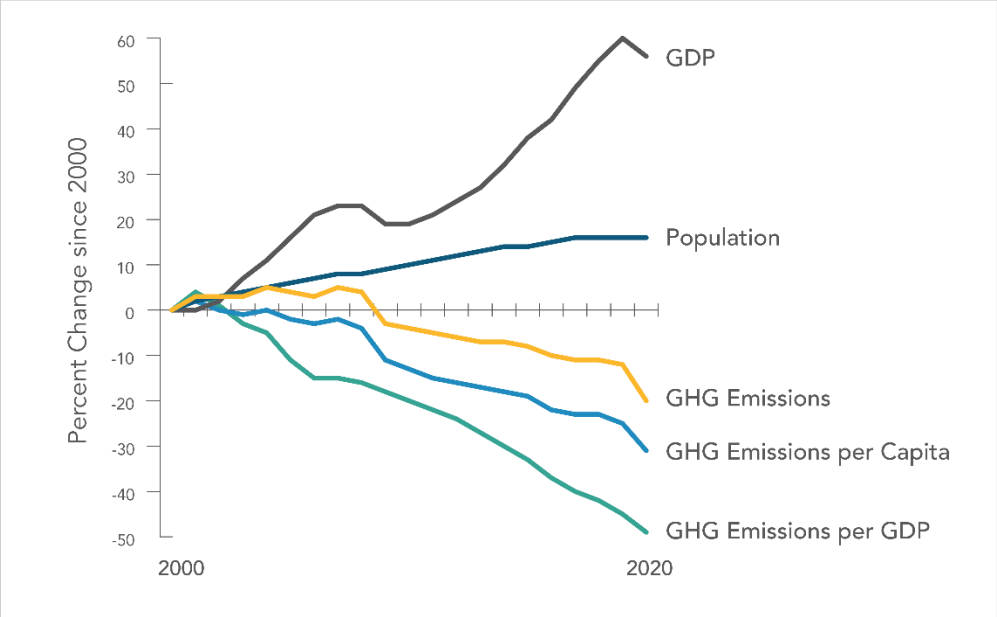
ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall statewide GHG emissions declined from 2000 to 2020 despite growth in population and state economic output (Figure 4) (ARB 2022a).

Figure 4. California 2020 Greenhouse Gas Emissions by Economic Sector



(Source: ARB 2022a)

Figure 5. Change in California GDP, Population, and GHG Emissions since 2000



(Source: ARB 2022a)

AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. ARB adopted the first scoping plan

in 2008. The second updated plan, California's 2017 Climate Change Scoping Plan, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The *2022 Scoping Plan for Achieving Carbon Neutrality*, adopted September 2022, assesses progress toward the statutory 2030 reduction goal and defines a path to reduce human-caused emissions to 85 percent below 1990 levels and achieve carbon neutrality no later than 2045, in accordance with AB 1279 (ARB 2022b).

Regional Plans

As required by *The Sustainable Communities and Climate Protection Act of 2008*, ARB sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP/SCS for SACOG which is designated by the federal government as the Metropolitan Planning Organization (MPO) for the Sacramento region. This requires SACOG to maintain a regional transportation plan that must be updated every four years in coordination with each local government (SACOG 2020 MTP/SCS). As designated by the state of California, El Dorado County serves as a Regional Transportation Planning Agency (RTPA) and is responsible for their own state-level transportation plan. SACOG functions as the RTPA for Sacramento, Sutter, Yolo, and Yuba counties, and collaborates with El Dorado County Transportation Commission, as well as Placer County Transportation Planning Agency, to maintain consistency across county plans and the broader regional framework. The regional reduction target for SACOG is 19 percent by 2035 (ARB 2021).

Table 5. Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
El Dorado County *RTP/2040 Regional Transportation Plan 2020-2040* (adopted November 5, 2020)	• Coordinate with local agencies, Caltrans, and other partners to prioritize transportation projects that minimize vehicle emissions while providing cost effective movement of people and freight • Work with local and regional transit providers, jurisdictions, and employers to provide for transportation services, facilities, and vehicles that cause the least amount of environmental impact and yield environmental benefits wherever feasible • Consider how transportation policies, programs, and investment strategies affect the overall health of people and the environment including air and water quality, physical activity, and natural resources • Work with state, regional, and local partners to develop a strategy to identify the necessary infrastructure and policies to support electric vehicle charging integration into the existing transportation framework • Develop education and outreach programs to increase awareness, improve usability, and promote transportation network company options • Work with local jurisdictions to identify and secure locations for park-and-ride lots to support shared ride and transit mobility options • As markets expand, work with local jurisdictions to integrate new technologies needed to support connected, electric, alternative fuel, and autonomous vehicles • Work with local jurisdictions to improve and extend broadband, Wi-Fi and digital infrastructure to remote areas to promote telecommuting and telemedicine • Work with local jurisdictions to support the appropriate use of electric and electric assist mobility devices such as bicycles, scooters, segways, and electric skateboards • Ensure that local jurisdictions remain current on emerging technologies and implement smart mobility solutions with new projects whenever and wherever feasible and appropriate.

Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH_4 and N_2O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector. (GHGs differ in how much heat each trap in the atmosphere, called global warming potential, or GWP. CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2, using a metric called "carbon dioxide equivalent", or CO_2e. The global warming potential of CO_2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO_2.)

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself." (Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

Operational Emissions

This project is a CAPM project that would rehabilitate pavement and draining systems, upgrade lighting and signs, and reduce fire risks. The purpose of the proposed project is to improve, preserve, and extend the existing pavement service life; rehabilitate drainage systems; and upgrade Transportation Management System elements, guardrail, lighting, and signs to current standards. The project would not increase capacity or change travel demands or traffic patterns when compared to the no-build alternative. Because the project would not increase the number of travel lanes on US 50, no increase in vehicle miles traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

Construction GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. While construction GHG emissions are only produced for a short time, they have long-term effects in the atmosphere, so cannot be considered "temporary" in the same way as criteria pollutants that subside after construction is completed.

Use of long-life pavement, improved Transportation Management Plans, and changes in materials can also help offset emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

Construction is expected to begin in 2025 and last approximately 150 working days. The proposed project would result in the generation of construction related GHG emissions. Construction GHG emissions consist of emissions produced because of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays and detours due to construction. These emissions would be generated at different levels throughout the construction phase.

Table 6. CAL-CET Estimates of GHG Emissions During Construction

CONSTRUCTION YEAR	CO_2	CH_4	N_2O	HFCS	CO_2E *
2025	297	0.007	0.014	0.010	**322**
2026	387	0.007	0.023	0.029	**443**
TOTAL	**684**	**0.014**	**0.037**	**0.039**	**765**

* A quantity of GHG is expressed as carbon dioxide equivalent (CO2e) that can be estimated by the sum after multiplying each amount of CO2, CH4, N2O, HFC-134a, and BC by its global warming potential (GWP). Each GWP of CO2, CH4, N2O, HFC-134a, and BC is 1, 25, 298, 1,430, and 460, respectively.

Use of long-life pavement, improved Transportation Management Plans, and changes in materials can also help offset emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

All construction contracts include Caltrans Standard Specifications related to air quality. Section 7-1.02A and 7 1.02C, Emissions Reduction, requires contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

These Standard Specifications, as well as Caltrans' Best Management Practices (BMPs), would be implemented and followed, as outlined in Chapter 1 Section 1.4 of this document.

CEQA Conclusion

While the proposed project would result in GHG emissions during construction, it is anticipated the project would not result in any increased operational GHG emissions since it would not increase capacity, change travel demands, or traffic patterns, as compared to the no-build alternative. The project would not increase the number of travel lanes on U.S. 50, so no increase in vehicle miles traveled (VMT) would occur. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing

the emissions of greenhouse gases. With implementation of construction GHG reduction measures and Caltrans' Standard Specifications and BMPs the impact would be less than significant.

Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

Greenhouse Gas Reduction Strategies

Statewide Efforts

In response to Assembly Bill 32, the Global Warming Solutions Act, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Climate change programs in California are effectively reducing GHG emissions from all sectors of the economy. These programs include regulations, market programs, and incentives that will transform transportation, industry, fuels, and other sectors to take California into a sustainable, cleaner, low-carbon future, while maintaining a robust economy (ARB 2022c).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The Governor's Office of Planning and Research identified five sustainability pillars in a 2015 report: (1) Increasing the share of renewable energy in the State's energy mix to at least 50 percent by 2030; (2) Reducing petroleum use by up to 50 percent by 2030; (3) Increasing the energy efficiency of existing buildings by 50 percent by 2030; (4) Reducing emissions of short-lived climate pollutants; and (5) Stewarding natural resources, including forests, working lands, and wetlands, to ensure that they store carbon, are resilient, and enhance other environmental benefits (OPR 2015).

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of VMT. Reducing today's petroleum use in cars and trucks is a key state goal for reducing greenhouse gas emissions by 2030 (California Environmental Protection Agency 2015).

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own

decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency released *Natural and Working Lands Climate Smart Strategy* (California Natural Resources Agency 2022).

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

Climate Action Plan for Transportation Infrastructure

The California Action Plan for Transportation Infrastructure (CAPTI) builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's climate goals. Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency 2021).

California Transportation Plan

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions

reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

Caltrans Strategic Plan

The Caltrans 2020–2024 Strategic Plan includes goals of stewardship, climate action, and equity. Climate action strategies include developing and implementing a Caltrans Climate Action Plan; a robust program of climate action education, training, and outreach; partnership and collaboration; a VMT monitoring and reduction program; and engaging with the most vulnerable communities in developing and implementing Caltrans climate action activities (Caltrans 2021b).

Caltrans Policy Directives and Other Initiates

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a policy to ensure coordinated efforts to incorporate climate change into Caltrans decisions and activities. Other Director's policies promote energy efficiency, conservation, and climate change, and commit Caltrans to sustainability practices in all planning, maintenance, and operations. Caltrans Greenhouse Gas Emissions and Mitigation Report (Caltrans 2020) provides a comprehensive overview of Caltrans' emissions and current Caltrans procedures and activities that track and reduce GHG emissions. It identifies additional opportunities for further reducing GHG emissions from Department-controlled emission sources, in support of Caltrans and State goals.

Project-Level GHG Reduction Strategies

The following measures would also be implemented to reduce GHG emissions and potential climate change impacts from the project.

- The construction contractor must comply with the Caltrans Standard Specifications in Section 14-9. Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including the El Dorado Air Quality Management District regulations and local ordinances.

- Caltrans would comply with Title 13 of the California Code of Regulations, which includes idling restrictions of construction vehicles and equipment to no more than 5 minutes.

- Caltrans Standard Specification 7-1.02C "Emissions Reduction" ensures that construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resource Board.
- Caltrans would utilize a traffic management plan to minimize vehicle delays.
- To the extent feasible, construction traffic would be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- Equipment would be maintained in proper tune and working condition.
- If previously vegetated, temporary access roads, construction easements, and staging areas would be restored to a natural contour and revegetated with regionally appropriate native vegetation.

Adaptation

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Furthermore, the combined effects of transportation projects and climate stressors can exacerbate the impacts of both on vulnerable communities in a project area. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

Under NEPA Assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance. Caltrans practices generally align with the 2023 CEQ interim Guidance on Consideration of Greenhouse Gas Emissions and Climate Change, which offers recommendations for additional ways of

evaluating project effects related to GHG emissions and climate change. These recommendations are not regulatory requirements.

The *Fifth National Climate Assessment*, published in 2023, presents the most recent science and "analyzes the effects of global change on the natural environment, agriculture, energy production and use, land and water resources, transportation, human health and welfare, human social systems, and biological diversity; [It] analyzes current trends in global change, both human-induced and natural, and projects major trends for the subsequent 25 to 100 years … to support informed decision-making across the United States." Building on previous assessments, it continues to advance "an inclusive, diverse, and sustained process for assessing and communicating scientific knowledge on the impacts, risks, and vulnerabilities associated with a changing global climate" (U.S. Global Change Research Program 2023).

The U.S. Department of Transportation recognizes the transportation sector's major contribution of GHGs that cause climate change and has made climate action one of the department's top priorities (U.S. DOT 2023). FHWA's policy is to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2022).

The National Oceanic and Atmospheric Administration provides sea level rise projections for all U.S. coastal waters to help communities and decision makers assess their risk from sea level rise. Updated projections through 2150 were released in 2022 in a report and online tool (NOAA 2022).

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. Several state policies and tools have been developed to guide adaptation efforts.

California's Fourth Climate Change Assessment (Fourth Assessment) (2018) provides information to help decision makers across sectors and at state, regional, and local scales protect and build the resilience of the state's people, infrastructure, natural systems, working lands, and waters. The Fourth Assessment reported that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience an up to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures; a two-thirds decline in water supply from snowpack resulting in water shortages; a 77% increase in average area

burned by wildfire; and large-scale erosion of up to 67% of Southern California beaches due to sea level rise. These effects will have profound impacts on infrastructure, agriculture, energy demand, natural systems, communities, and public health (State of California 2018).

Sea level rise is a particular concern for transportation infrastructure in the coastal zone. Major urban airports will be at risk of flooding from sea level rise combined with storm surge as early as 2040; San Francisco airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding. The Fourth Assessment's findings highlight the need for proactive action to address these current and future impacts of climate change.

To help actors throughout the state address the findings of California's Fourth Climate Change Assessment, AB 2800's multidisciplinary Climate-Safe Infrastructure Working Group published *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. This report provides guidance on assessing risk in the face of inherent uncertainties still posed by the best available climate change science. It also examines how state agencies can use infrastructure planning, design, and implementation processes to respond to the observed and anticipated climate change impacts (Climate-Safe Infrastructure Working Group 2018).

EO S-13-08, issued in 2008, directed state agencies to consider sea level rise scenarios for 2050 and 2100 during planning to assess project vulnerabilities, reduce risks, and increase resilience to sea level rise. It gave rise to the 2009 *California Climate Adaptation Strategy*, the Safeguarding California Plan, and a series of technical reports on statewide sea level rise projections and risks, including the *State of California Sea-Level Rise Guidance Update* in 2018. The reports addressed the full range of climate change impacts and recommended adaptation strategies. The current *California Climate Adaptation Strategy* incorporates key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio*, and the CAPTI (described above). Priorities in the 2023 *California Climate Adaptation Strategy* include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, implementing nature-based climate solutions, using best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2023).

EO B-30-15 recognizes that effects of climate change threaten California's infrastructure and requires state agencies to factor climate change into all planning and investment decisions.

Under this EO, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies*, to encourage a uniform and systematic approach to building resilience.

SB 1 Coastal Resources: Sea Level Rise (Atkins 2021) established statewide goals to "anticipate, assess, plan for, and, to the extent feasible, avoid, minimize, and mitigate the adverse environmental and economic effects of sea level rise within the coastal zone." As the legislation directed, the Ocean Protection Council collaborated with 17 state planning and coastal management agencies to develop the *State Agency Sea-Level Rise Action Plan for California* in February 2022. This plan promotes coordinated actions by state agencies to enhance California's resilience to the impacts of sea level rise (California Ocean Protection Council 2022).

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

Caltrans completed climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects of precipitation, temperature, wildfire, storm surge, and sea level rise.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments guide analysis of at-risk assets and development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

Caltrans Sustainability Programs

The Director's Office of Equity, Sustainability and Tribal Affairs supports implementation of sustainable practices at Caltrans. The *Sustainability Roadmap* is a periodic progress report and plan for meeting the Governor's sustainability goals related to EOs B-16-12, B-18-12, and B-30-15. The roadmap includes designing new buildings for climate change resilience and zero-net energy and replacing fleet vehicles with zero-emission vehicles (Caltrans 2023).

Caltrans Office of Vegetation and Wildfire Management

Reducing wildfire risk through vegetation management

In January 2021, the Governor's Office released the California's Wildfire and Forest Resilience Action Plan, and state highways were identified as "a critical part of the solution" with direction to create fire safe roadways. Caltrans' role in the Action Plan is to assist the state toward wildfire resilience by providing a highway system that prioritizes vegetation and wildfire management along primary emergency evacuation routes, and a highway system that can also function as a shaded fuel break or fire control line during emergency operations. In response to this effort, Caltrans has established the Office of Vegetation and Wildfire Management (OVWM) which oversees and administers the Vegetation Management Program, which in turns manages district service contracts to help meet the Department's wildfire resilience goals.

The intent of the district service contract is to supplement Maintenance field forces with specialized Licensed Timber Operators (LTOs) in response to the California Wildfire and Forest Resilience Action Plan. Improving wildfire resilience requires Caltrans to conduct vegetation management work on a yearly cycle, which began in 2022, and the two-year service contract cycle has been initiated in each of the districts to support this statewide effort.

Project Adaptation Analysis

The impacts of climate change and extreme weather events may impact the State Highway System (SHS) and other transportation infrastructure in the state. As the climate continues to change at an increasingly rapid pace, Caltrans must ensure climate change adaptation measures are identified and implemented when appropriate and feasible. The project would not exacerbate the effects of climate change related to CEQA topics. However, the proposed project would include specific elements to prepare for increased precipitation, increased risk of wildfire, and hazards that may result from climate change, such as flooding, landslides, and road closures (Caltrans 2019). Standard Measures and Best Management Practices (BMPs) would further protect the asset, reduce the long-term risk to the finished project, and help build a more resilient highway system.

Sea Level Rise

The proposed project is outside the coastal zone and not in an area subject to sea level rise. Accordingly, direct impacts to transportation facilities due to projected sea level rise would not occur.

Precipitation and Flooding

It is known that changes in precipitation scenarios under future climate conditions include more-extreme precipitation events and more precipitation falling as rain than snow, depending on geographic location. These factors, and others such as land use changes, that increase impervious surface in the watershed can affect flood magnitude and frequency.

Within the project limits, U.S. 50 is roughly at an elevation of 3,200 ft. The project limits do not lie within the floodplain of South Lake Tahoe. The project is designated as an Area in Zone D, not within the floodplain, per FEMA's National Flood Hazard Layer Viewer FIRMette map. However, according to FEMA's National Risk Index, El Dorado County has a rating of Relatively Moderate for Riverine Flooding Risk, and Caltrans' District 3 Climate Change Vulnerability Asset Map estimates that the project vicinity would experience an approximate increase in 100-Year Precipitation Depth between 5.5% in 2025 to 7.5% in 2055. To aid in adapting to high precipitation and potential flooding events in the future, aging drainage elements would be repaired. This would enable the system to function properly in high precipitation events, as well as during snow melt/run-off. Culverts in poor or fair condition would also be replaced, which reduce the likelihood of future culvert induced road slip-out.

In addition, drainage elements within the project limits would also be designed to accommodate potential project generated changes in flow. In compliance with Caltrans' MS4 Permit, treatment BMPs would be incorporated into the project design, where applicable and feasible, to treat new impervious area(s), to the maximum extent practicable. Per Caltrans' SWMP and approved guidance documents, the implementation of BPMs meant to treat general pollutants would be evaluated, and an analysis of site characteristics would be performed to optimize water quality volume, water quality flow, and to maximize site perviousness. Additionally, project scope includes replacing drainage elements such as overside drains, headwalls, and culverts in fair to poor condition, enabling the optimization of the local system's resiliency.

Wildfire

According to the Caltrans Climate Change Vulnerability Assessment for District 3 (D3) (Caltrans 2019), wildfire extent and severity increase as temperatures rise. The recently released California Fourth National Assessment of Climate Change reported that climate change factors alone roughly doubled the area burned by wildfire in the West between 1984 and 2015. District 3 has been affected by several wildfires in recent years—most notably, the Camp Fire.

D3 mitigates wildfire risk in many ways. A district landscape specialist prepares site-specific fire risk plans which provide details on fire risk and vegetation control. District 3 performs annual inspections of fire suppression equipment to ensure its suitability for effective response. When response is necessary, D3 employs additional traffic signals, detour signage, and other tools to help emergency vehicles and drivers to navigate hazardous areas. The district also prepares for subsequent flooding and landslides with debris control and slope stabilization strategies. Of particular concern to D3 is the disproportionate impacts wildfires have on disadvantaged and low-income communities. Many wildfires occur in rural areas having higher-than-state-average low-income households. Providing transportation options for these households to evacuate when wildfires threaten, as well as providing resources for recovery in these areas, is a challenge to government agencies at all levels.

Various sections of the project limits are within State Responsibility Areas (SRAs) served by CAL FIRE. Locations within the SRA are within or adjacent to Very High Fire Hazard Severity Zones (FHSZ). according to the FHSZ adopted by CAL FIRE in November 2007,

Although there is work proposed in a Very High FHSZ, project elements assist in building a wildfire resilient highway system. Examples of resilient components incorporated within this project’s scope include:

Fire hardening of highway components-

- Concrete culvert pipes, headwalls, and drainage inlets/outlets
- Metal drainage inlet covers
- Steel post Midwest Guardrail System (MGS)

Clearing and/or trimming of natural vegetation, as well as roadside weedy annuals-

- Removal of ladder fuels, such as small diameter trees, adjacent to the roadway

- Removal of weeds and/or annual vegetation within and around culverts, which are potentially combustible in dry months.

Temperature

The District Climate Change Vulnerability Assessment does not indicate temperature changes during the project's design life that would require adaptive changes in pavement design or maintenance practices (District 3 Climate Change Vulnerability Assessment 2019).

2.9 Hazards and Hazardous Materials

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
Would the project: b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
Would the project: c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
Would the project: d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
Would the project: e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✓

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
Would the project: g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✓

Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage, and disposal of hazardous materials, substances, and waste, and the investigation and mitigation of waste releases, air and water quality, human health, and land use.

The primary laws governing hazardous materials, waste and substances include:

- California Health and Safety Code–Chapter 6.5
- Porter-Cologne Water Quality Control Act–§ 13000 et seq.
- CFR Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

Affected Environment

U.S. 50 services as a major east-west connector in California within Caltrans District 3. It begins at Interstate 80 in West Sacramento and traverses through portions of Yolo, Sacramento, and El Dorado counties before passing into the State of Nevada. This stretch of U.S. 50 is in the Upper South Fork American River Canyon, within the Eldorado National Forest.

Avoidance, Minimization and Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.9—Hazards and Hazardous Materials

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant:

Although the project scope does include the removal and transportation of elements such as aerially deposited lead (ADL), treated wood waste, and thermoplastic paint/striping, these issues would be handled using Standard Measures and Best Management Practices (BMPs) as outlined in Chapter 1 section 1.4, per the Initial Site Assessment. Thus, there would be a less than significant impact.

Silver Fork Elementary is located at 1325 Sugar Loaf Avenue in Kyburz, CA, and is within one-quarter mile of the project area. Standard Measures and BMPs, as outlined in Chapter 1 section 1.4 would be utilized to prevent the spread and limit the impacts of hazardous waste to the environment and the public, which ensures that hazardous emissions and materials are either contained within the project area or are safely disposed of following all applicable laws and/or regulations. Thus, there would be a less than significant impact.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact:

The proposed project is not located on a "Cortese" site nor located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use. Thus, no impact.

This project scope would not change the highway access or use, so it would not affect any emergency response plan or emergency evacuation plan, nor would it contribute to wildland fires. Thus, no impact.

2.10 Hydrology and Water Quality

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?				✓
Would the project: b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				✓
Would the project: c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;			✓	
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			✓	
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			✓	
(iv) impede or redirect flood flows?			✓	

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓
Would the project: e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✓

Regulatory Setting

The primary laws and regulations governing hydrology and water quality include:

- Federal: Clean Water Act (CWA)–33 USC 1344
- Federal: Executive Order for the Protection of Wetlands–EO 11990
- State: California Fish and Game Code (CFGC)–Sections 1600–1607
- State: Porter-Cologne Water Quality Control Act– Sections 13000 et seq.

Environmental Setting

The project's vicinity is in mountainous rural terrain with mild slopes, at an elevation of approximately 3,450-8,500 feet above mean sea level. This project impacts the Hydrologic Region of the Sacramento River and the Hydrologic Unit of the American River and is within the Central Valley Flood Protection Board jurisdiction. The watershed is the Upper South Fork American River. The sub watershed is Chimney Flat-South Fork American River.

This project is located within the Central Valley Regional Water Quality Control Board jurisdiction and falls within Coloma Hydrologic Sub-Area # 514.32 in the American River Hydrologic Unit. Drainage features typical to this corridor include stabilized shoulder backing, vegetated ditches, and cross culverts.

Avoidance, Minimization and Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.10—Hydrology and Water Quality

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

No Impact:

Caltrans' MS4 Permit, NPDES No. CAS000003, SWRCB Order No. 2022-0033-DWQ (adopted on June 22, 2022, and effective on January 1, 2023) (Permit) regulates stormwater and non-stormwater discharges from Caltrans properties and facilities associated with operation and maintenance of the State highway system. To comply with the permit, Caltrans developed the Statewide Stormwater Management Plan (SWMP) to address stormwater pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP assigns responsibilities within Caltrans for implementing stormwater management procedures and practices as well as training, public education, and participation, monitoring and research, program evaluation, and reporting activities. The SWMP describes Caltrans' stormwater management program, and the minimum procedures and practices Caltrans uses to reduce pollutants in stormwater and non-stormwater discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of Best Management Practices (BMPs). The proposed project would be programmed to follow the guidelines and procedures outlined in the latest SWMP, follow all permit conditions, and Caltrans' Standard Measures and BMPs would be implemented and followed, as outlined in Chapter 1 Section 1.4 of this document. Thus, no impact.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact:

All drainages would retain their current pattern flow, with operation improvement compared to pre-construction levels. These drainages generally flow into the Upper South Fork American River, either through roadside drainages or culverts. Thus, no impact.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(i) result in substantial erosion or siltation on- or off-site?

Less Than Significant:

The project does not reside in a segment identified as being prone to erosion. Preservation of the existing vegetation on all slopes and other related surroundings, would be done in accordance with any environmental permits and/or agreements. All slopes and Disturbed Soil Areas (DSA) would be stabilized and vegetated in accordance with plans approved by the District Landscape Architect, and site features that would increase the perviousness of the treated area(s) would be implemented, as feasible. Thus, there would be a less than significant impact.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant:

No increase in localized flooding is anticipated, and replacement or poor or fair condition culverts and aging drainage elements would reduce the likelihood of localized flooding in the future. Project scope would increase the amount of impervious area, and it is anticipated that that may influence downstream flow of the Upper South Fork American River. Any increased flow velocity and volumes would be quantified, and a Drainage Report produced that would inform BMPs to reduce runoff to pre-construction conditions. This would be coupled with implementation of Caltrans' Standard Measures, as outlined in Section 1.4 above. Thus, there would be a less than significant impact.

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant:

All drainages would retain their current pattern flow, with operation improvement compared to pre-construction levels. These drainages generally flow into the Upper South Fork American River, either through roadside drainages or culverts. All slopes and DSA would be stabilized and vegetated in accordance with plans approved by the District Landscape Architect, and site features would increase the perviousness would be implemented, as feasible. Temporary concrete washouts, temporary fiber rolls, temporary silt fences, and temporary drainage inlet protection are some of the BMPs that would be implemented before

during, and after construction, as required. Furthermore, any additional impervious surface would be minor and replace existing unpaved gravel/loose soil turnouts and driveway conforms. This would reduce the amount of soil components entering the roadside drainages. Thus, there would be a less than significant impact.

(iv) impede or redirect flood flows?

Less Than Significant Impact:

Within the project limits, U.S. 50 is roughly at an elevation of 3,200 feet above mean sea level. The project limits do not lie within the floodplain of the South Lake Tahoe. This location is mapped by FEMA as Area in Zone D, not within the flood plain. All drainages within the project limits would retain their current pattern flow, with operation improvement compared to pre-construction level. These drainages generally flow into the Upper South Fork American River, either through roadside drainages or culverts. Thus, there would be a less than significant impact.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

No Impact:

This project is not located within a flood hazard, tsunami, or seiche zone. Thus, no impact.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact:

The proposed project would be programmed to follow the guidelines and procedures outlined in the latest SWMP and would be combined with Caltrans' Standard Measures and Best Management Practices (BMPs), as outlined in Section 1.4 above. All drainages would retain their current pattern flow, with operation improvement compared to pre-construction levels. Thus, no impact.

2.11 Land Use and Planning

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Physically divide an established community?				✓
Would the project: b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the El Dorado County General Plan - Land Use Element dated December 10, 2019. Potential impacts to Land Use or Planning would not occur due to the project scope being restricted to the existing roadway and immediately adjacent areas and does not include an extension or expansion of a highway system that would encourage an increase in highway travelers. The proposed project is consistent with statewide, regional, and local planning goals.

2.12 Mineral Resources

Question:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
Would the project: b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Department of Conservation Mineral Resources Map accessed February 21, 2024, and the El Dorado County General Plan - Conservation and Open Space Element dated December 10, 2019. Potential impacts to Mineral Resource would not occur due to project scope, previous road cut and fill activities, and lack of identified mineral resources with the project limits.

There are no designated mineral resource areas of state or regional importance in the project area, and the proposed project would not reduce the availability of a locally important mineral resource recovery site.

2.13 Noise

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in: a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
Would the project result in: b) Generation of excessive ground borne vibration or ground borne noise levels?			✓	
Would the project result in: c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

Regulatory Setting

The primary laws governing noise are NEPA and CEQA.

Affected Environment

This project is in a rural part of El Dorado County, east of Placerville. The project area is surrounded by a mix of residential, commercial, agricultural, and timber land uses. Numerous residences are located around U.S 50 along the project limits, including the unincorporated communities of Pollock Pines, Kyburz, and Twin Bridges. These residences may be exposed to elevated noise levels during roadway construction operations.

Avoidance, Minimization and Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.13—Noise

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact:

According to the Noise Analysis Memo prepared March 20, 2023. Permanent impacts to ambient noise are not anticipated due to the proposed project does not construct a new highway in a new location or substantially change the vertical or horizontal alignments and does not include any other activities discussed in the definition of a Type I project. This project meets the criteria for a Type III project as defined in 23CFR772. Traffic volumes, composition and speeds would remain the same in the build and no build condition. Traffic noise impacts are not anticipated, and a detailed noise study report is not required. Noise abatement was not considered on this project.

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise would primarily result from the operation of heavy construction equipment and arrival and departure of heavy-duty trucks. Construction noise levels would vary on a day-to-day basis during each phase of construction depending on the specific task being completed. The closest receptors to the construction noise would be hikers or campers during the summer months.

Preliminary design information indicates nighttime construction will be required. The ambient noise levels are expected to reduce during the nighttime hours as traffic volumes decrease. Construction noise could cause a minor nuisance to the residents adjacent to the construction activity. Construction is expected to begin in 2025 and go into 2026, so the potential nuisance would be temporary and transient. The Standard Measures and BMPs

discussed in Section 1.4 would minimize or eliminate the impacts of construction-related noise. Thus, there would be a less than significant impact.

a) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact:

This project is not located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. Thus, no impact.

2.14 Population and Housing

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
Would the project: b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the El Dorado County General Plan - Housing Element dated December 10, 2019. Potential impacts to Population and Housing would not occur due to the project scope being restricted to the roadway or immediately adjacent areas. The proposed project would not displace housing, affect homes or businesses, or construct an extension or expansion of a highway system that would induce population growth.

2.15 Public Services

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?				✓
Police protection?				✓
Schools?				✓
Parks?				✓
Other public facilities?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the El Dorado County General Plan Public - Services and Utilities Element dated December 10, 2019, and the Transportation Management Plan (TMP) prepared August 30th, 2022. Potential impacts to Public Services would not occur due to the project scope being restricted to road/culvert work and does not include extension or expansion of a highway system that may induce population growth, so no public facilities performance objectives would be affected. Although there would be temporary, short-term lane closures during construction, all emergency response agencies in the project area would be notified of the project construction schedule and would have access to U.S. 50 throughout the construction period, per the TMP.

2.16 Recreation

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the El Dorado County General Plan Public - Parks and Recreation Element dated December 10, 2019, and the Transportation Management Plan (TMP) dated August 30th, 2022. Potential impacts to Recreation facilities would not occur due to the project scope being restricted to road and culvert maintenance work, with no public facilities performance objectives being affected.

The proposed work at approximately PM 47.19 is a cap, fill, and abandonment of the culvert located within the USFS Eldorado National Forest Sand Flat Campground. Work would include capping the end of the culvert located within the campground by a ground crew on foot with hand tools, while the fill work would consist of pouring concrete slurry into the culvert from above the campground, on the north side of U.S. 50, within state right of way, The ground crew would be accessing the campground during daylight hours, and notification would have been previously given to the public. Work activities would neither permanently use the recreational facilities, nor impact its future access or use by the public. Through the implantation of the TMP, access to all recreational facilities within the project limits would remain open and accessible by the public throughout construction.

2.17 Transportation

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				✓
Would the project: b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?				✓
Would the project: c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
Would the project: d) Result in inadequate emergency access?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the 2020-2040 Regional Transportation Plan (RTP), developed under the direction of the El Dorado County Transportation Commission (EDCTC) dated November 5th, 2020, and the Transportation Management Plan (TMP) prepared August 30th, 2022. Potential impacts to Transportation systems would not occur due to the project being a non-capacity increasing Capital Maintenance Project (CAPM) whose scope only includes repair or replacement of necessary roadway elements. No bicycle or pedestrian routes are permitted within the project's limit.

Emergency vehicles and public transit would be accommodated through the project area. The project does not propose to add a vehicle lane and would not increase vehicle miles traveled (VMT). Emergency service providers would receive prior notification of lane closures, and traffic control measures would be included within the TMP.

2.18 Tribal Cultural Resources

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or				✓
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				✓

"No Impact" determinations in this section are based on the ASR/HPSR prepared…, as well as the consultation performed by the Caltrans District Native American Coordinator (DNAC) for District 3, Katherine Jorgensen Abernathy, completed between April 25th, 2023, and May 22nd, 2023. Potential impacts to Tribal Cultural Resources would not occur due to the

consultation findings that no Tribal cultural resources were identified within the project environmental study limits.

The California Native American Heritage Commission (NAHC) was contacted to request a search of the sacred lands file and an updated list of Native American contacts for the project area.

Initial correspondence was sent April 5th, 2023, and was followed up by phone calls and/or emails on May 16th, 2023, to the following Tribal entities:

- Regina Cuellar, Chairperson, Shingle Springs Band of Miwok Indians
- Sara Dutschke, Chairperson, Ione Band of Miwok Indians
- Clyde Prout III, Chairperson, Colfax-Todd's Valley Consolidated Tribe
- Don Ryberg, Chairperson, T'si Akim Maidu
- Serrell Smokey, Chairperson, Washoe Tribe of Nevada, and California
- Jesus Tarango, Chairperson, Wilton Rancheria
- Cosme Valdez, Chairperson, Nashville-El Dorado Miwok
- Gene Whitehouse, Chairperson, United Auburn Indian Community

The Tribes below responded to consultation letters from the DNAC and requested additional mapping of the project as well as Caltrans' plan for protecting sites in and around the project area:

- The United Auburn Indian Community of the Auburn Rancheria responded on April 12th, 2023.
- Colfax-Todds Valley Consolidated Tribe responded to letters on May 4th, 2023.
- The Washoe Tribe of Nevada and California responded during a virtual meeting with the Caltrans DNAC on May 22nd, 2023.

Additional information was provided, and none of the consulting Tribes notified the Caltrans DNAC of any known Tribal cultural resources during communications. Caltrans informed

Tribes that archaeological resources within the project footprint would be protected using an Environmental Sensitive Area (ESA) Action Plan, which would be shared with the Tribes upon its completion.

2.19 Utilities and Service Systems

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities—the construction or relocation of which could cause significant environmental effects?				✓
Would the project: b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?				✓
Would the project: c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				✓
Would the project: d) Generate solid waste more than State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				✓
Would the project: e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the El Dorado County General Plan Public - Public Services and Utilities Element dated December 10, 2019. Potential impacts to Utilities and Service Systems would not occur due to the project scope not including extension or expansion of a highway system that could lead to induced population growth. Additionally, no temporary impacts are expected since no utility relocations are required.

2.20 Wildfire

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near State Responsibility Areas (SRAs) or lands classified as *very high* s, would the project: a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or may result in temporary or ongoing impacts to the environment?				✓
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✓

Senate Bill 1241 required the Office of Planning and Research, the Natural Resources Agency, and the California Department of Forestry and Fire Protection (CAL FIRE) to develop amendments to the "CEQA Environmental Checklist" for the inclusion of questions related to fire hazard impacts for projects located on lands classified as very high fire hazard severity zones. The 2018 updates to the CEQA Guidelines expanded this to include projects "near" these very high fire hazard severity zones.

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well Western El Dorado County Community Wildfire Protection Plan (CWPP) dated February 15, 2022, and the Transportation Management Plan (TMP) prepared August 30th, 2022. Potential impacts to Wildfire reduction efforts are not

anticipated due to the project's adherence to Standard Measures and BMPs as outlined in the *Wildfire* subsection of the Greenhouse Gas Emissions section above, as well as Caltrans' goals of building a wildfire resilient highway.

The proposed project would not impair an adopted emergency response plan or emergency evacuation plan, exacerbate wildfire risks, or expose people or structures to significant risks. Emergency response agencies in the project area would be notified of the project construction schedule and would have access to U.S. 50 throughout the construction period. Emergency vehicles would be accommodated through any temporary ramp or lane closures. If a wildland fire were to affect the area, work would stop, and evacuation routes would be accessible.

2.21 Mandatory Findings of Significance

Does the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?				✓
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)				✓
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				✓

Discussion of CEQA Environmental Checklist Question 2.21—Mandatory Findings of Significance

The California Environmental Quality Act of 1970 (CEQA) requires preparation of an Environmental Impact Report (EIR) when certain specific impacts may result from construction or implementation of a project. Project analyses indicated the potential impacts associated with this project would not require an EIR. Mandatory Findings of Significance are not required for projects where an EIR has not been prepared.

The analysis indicates that the construction of this project would not have the potential to significantly impact any resource. Given this, an EIR and CIA were not required for this project.

2.22 Cumulative Impacts

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed project. A cumulative impact assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period (CEQA § 15355).

Cumulative impacts to resources may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

Per Section 15130 of CEQA, a Cumulative Impact Analysis (CIA) discussion is only required in "…situations where the cumulative effects are found to be significant." Based on the scope and scale of the potential effects and the inclusion of Standard Measures and Best Management Practices, the proposed project would not be expected to have any cumulative impacts. Given this, an EIR and CIA were not required for this project.

Chapter 3. Agency and Public Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including Project Development Team (PDT) meetings, interagency coordination meetings, (continue list as needed). This chapter summarizes the results of Caltrans' efforts to identify, address, and resolve project-related issues through early and continuing coordination.

The following agencies, organizations, and individuals were consulted in the preparation of this environmental document.

Coordination with Resource Agencies

Caltrans staff Erick Wulf, Archaeologist; Sydney Eto, Biologist; and Danielle Ruiz ES/Generalist, have ongoing discussions with US Forest Service (USFS) personnel below:

Table 7. Agency Coordination and Professional Contacts

Initiated Date	Personnel	Notes
October 12th, 2022-Ongoing	E. Wulf, Caltrans Archaeologist C. Hutcheson, USFS Archaeologist	Multiple meetings to discuss resources present and level of consultation required.
March 18th, 2024	S. Eto, Caltrans Biologist E. Wulf, Caltrans Archaeologist D. Ruiz, Caltrans Generalist L. Babcock, USFS N. Sailor, USFS	Meeting to discuss project resources, efforts, and expectations.

Coordination with Tribes

The California Native American Heritage Commission (NAHC) was contacted to request a search of the sacred lands file and an updated list of Native American contacts for the project area.

Initial correspondence was sent April 5th, 2023, and was followed up by phone calls and/or emails on May 16th, 2023, to the following Tribal entities:

- Regina Cuellar, Chairperson, Shingle Springs Band of Miwok Indians
- Sara Dutschke, Chairperson, Ione Band of Miwok Indians
- Clyde Prout III, Chairperson, Colfax-Todd's Valley Consolidated Tribe
- Don Ryberg, Chairperson, T'si Akim Maidu
- Serrell Smokey, Chairperson, Washoe Tribe of Nevada, and California
- Jesus Tarango, Chairperson, Wilton Rancheria
- Cosme Valdez, Chairperson, Nashville-El Dorado Miwok
- Gene Whitehouse, Chairperson, United Auburn Indian Community

The Tribes below responded to consultation letters from the DNAC and requested additional mapping of the project as well as Caltrans' plan for protecting sites in and around the project area:

- The United Auburn Indian Community of the Auburn Rancheria responded on April 12th, 2023.
- Colfax-Todds Valley Consolidated Tribe responded to letters on May 4th, 2023.
- The Washoe Tribe of Nevada and California responded during a virtual meeting with the Caltrans DNAC on May 22nd, 2023.

Additional information was provided, and none of the consulting Tribes notified the Caltrans DNAC of any known Tribal cultural resources during communications. Caltrans informed Tribes that archaeological resources within the project footprint would be protected using an Environmental Sensitive Area (ESA) Action Plan, which would be shared with the Tribes upon its completion.

Chapter 4. List of Preparers

The following individuals performed the environmental work and contributed to the preparation of the Initial Study / Negative Declaration:

California Department of Transportation, District 3

Aaron Bali	Transportation Engineer (Air Quality, Noise Specialist)
Mark Melani	Environmental Scientist (Hazardous Waste)
Sean Cross	NPDES Coordinator (Water Quality)
Sangwon Lee	Transportation Engineer (Hydraulics/Floodplain)
Sydney Eto	Environmental Scientist (Biologist)
Salahuddin Chowdhury	Senior Transportation Engineer (Design)
Andrey Tokmakov	Senior Transportation Engineer (Design)
Socorro Urena	Senior Transportation Engineer (Design)
Yige Sun	Landscape Associate (Aesthetics)
Thaleena Bhattal	Senior Environmental Scientist (Branch Chief)
Erin Dwyer	Environmental Program Manager (Office Chief)
Jer Vang	Transportation Engineer (Design)
Lisa Bright	Senior Environmental Scientist (Archaeology)
Erick Wulf	Associate Environmental Planner (Archaeology)
Katherine Jorgensen	Environmental Scientist (Native American Coordinator)
Sonia Miller	Associate Environmental Planner (Architectural Historian)
Danielle Ruiz	Environmental Scientist (Coordinator)

Pacific Legacy

Robert Jackson	Principal Archaeologist 4919 Windplay Drive, Suite 4 El Dorado Hills, CA 95762

Chapter 5. Distribution List

Federal and State Agencies

United States Forest Service Eldorado National Forest, Placerville Ranger District
4260 Eight Mile Road
Camino, CA 95709

North Central Region
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670

Clerk of the Board El Dorado County
330 Fair Lane, Building A
Placerville, CA 95667

Central Valley Regional Water Quality Control Board
11020 Sun Center Drive, Suite 200
Rancho Cordova, CA 95670-8114

Chapter 6. References

California Air Resources Board (CARB). 2022a. *Greenhouse Gas Emissions and Trends for 2000 to 2020.* Available: https://ww2.arb.ca.gov/our-work/programs/ghg-inventory-program. Accessed: November 2, 2022.

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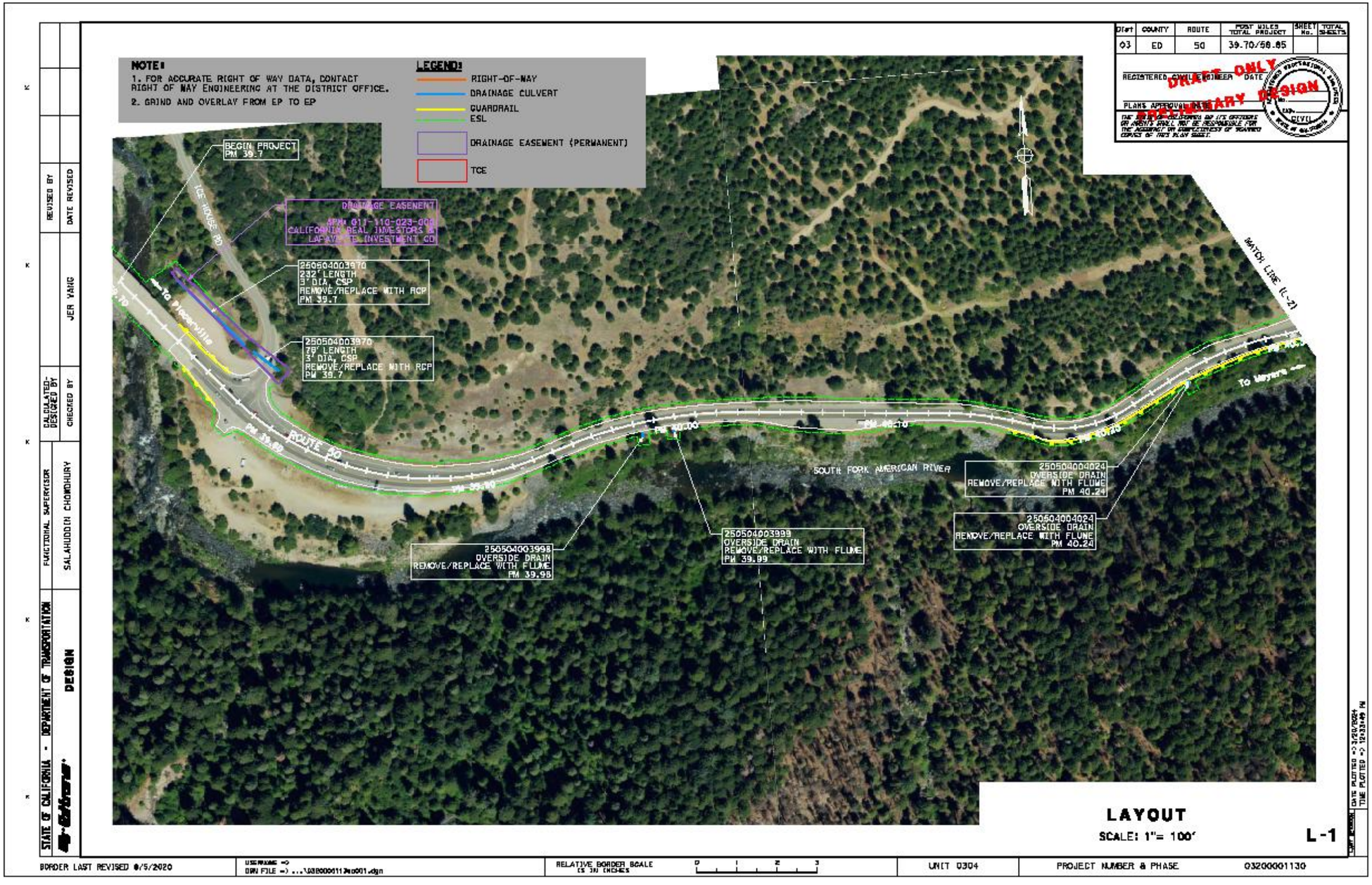
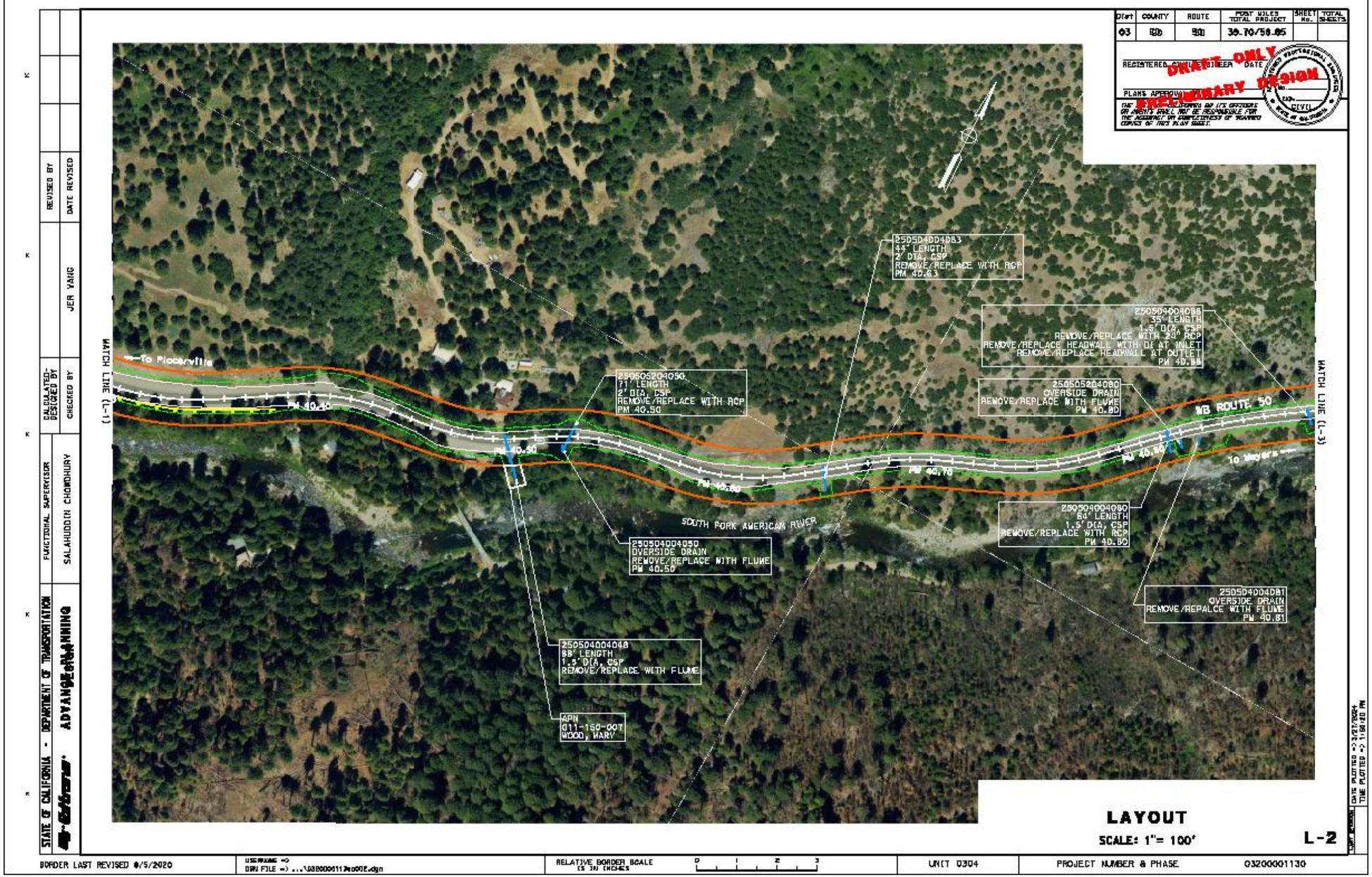
Appendix A. Project Layouts


NOTE:
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. GRIND AND OVERLAY FROM EP TO EP
LEGEND:
RIGHT-OF-WAY
DRAINAGE CULVERT
GUARDRAIL
ESL
DRAINAGE EASEMENT (PERMANENT)
TCE
BEGIN PROJECT PM 39.7
DRAINAGE EASEMENT
250504003970 232' LENGTH 3' DIA. CSP REMOVE/REPLACE WITH RCP PM 39.7
250504003970 78' LENGTH 3' DIA. CSP REMOVE/REPLACE WITH RCP PM 39.7
250504003998 OVERSIDE DRAIN REMOVE/REPLACE WITH FLUME PM 39.98
250504003999 OVERSIDE DRAIN REMOVE/REPLACE WITH FLUME PM 39.99
250504004024 OVERSIDE DRAIN REMOVE/REPLACE WITH FLUME PM 40.24
250504004024 OVERSIDE DRAIN REMOVE/REPLACE WITH FLUME PM 40.24
ROUTE 50
SOUTH FORK AMERICAN RIVER
To Placerville
To Meyers
MATCH LINE (L-2)
LAYOUT
SCALE: 1"= 100'
L-1
DRAFT ONLY
PRELIMINARY DESIGN
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130



Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
03
50
39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL
CIVIL
To Placerville
MATCH LINE (L-1)
MATCH LINE (L-3)
WB ROUTE 50
To Meyers
SOUTH FORK AMERICAN RIVER
25050400408 3
44' LENGTH
2' DIA, CSP
REMOVE/REPLACE WITH RCP
PM 40.63
25050400408 8
35' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH 24" RCP
REMOVE/REPLACE HEADWALL WITH DI AT INLET
REMOVE/REPLACE HEADWALL AT OUTLET
PM 40.88
25050520405 0
71' LENGTH
2' DIA, CSP
REMOVE/REPLACE WITH RCP
PM 40.50
25050520408 0
OVERSIDE DRAIN
REMOVE/REPLACE WITH FLUME
PM 40.80
25050400408 0
64' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH RCP
PM 40.80
25050400405 0
OVERSIDE DRAIN
REMOVE/REPLACE WITH FLUME
PM 40.50
25050400408 1
OVERSIDE DRAIN
REMOVE/REPALCE WITH FLUME
PM 40.81
25050400404 8
88' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH FLUME
APN
011-150-007
WOOD, MARY
LAYOUT
SCALE: 1"= 100'
L-2
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ADVANCE PLANNING
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130


250504004136
71' LENGTH
1' DIA, CSP
REMOVE/REPLACE WITH 24" RCP
REMOVE/REPLACE HEADWALL AT INLET WITH DI
REMOVE/REPLACE HEADWALL AT OUTLET
250504004133
REMOVE/REPLACE WITH RCP
250504004136
OVERSIDE DRAIN
REMOVE/REPLACE WITH FLUME
PM 41.36
250504004124
44' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH 24" RCP
REMOVE/REPLACE HEADWALL AT INLET WITH DI
REMOVE/REPLACE HEADWALL AT OUTLET WITH CONCRETE FES
PM 41.24
WB ROUTE 50
PM 41.45
To Placerville
PM 41.00
EB ROUTE 50
PM 40.90
PM 41.10
MATCH LINE (L-2)
250504004091
45' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH RCP
PM 40.91
SOUTH FORK AMERICAN RIVER
250504004120
31' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH 24" RCP
REMOVE/REPLACE HEADWALL AT INLET WITH DI
REMOVE/REPLACE HEADWALL AT OUTLET
PM 41.20
250504004147
31' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH RCP
ADD SURFACE DI
PM 41.47
To Meyers
MATCH LINE (L-4)
LAYOUT
SCALE: 1"= 100'
L-3
DRAFT ONLY
PRELIMINARY DESIGN
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
Dist 03
COUNTY ED
ROUTE 50
POST MILES TOTAL PROJECT 39.70/58.85
SHEET No.
TOTAL SHEETS
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA AND ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
No.
EXP.
CIVIL
STATE OF CALIFORNIA
DATE PLOTTED =>
TIME PLOTTED =>
BORDER LAST REVISED 8/5/2020
USERNAME =>
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UNIT 0304
PROJECT NUMBER & PHASE
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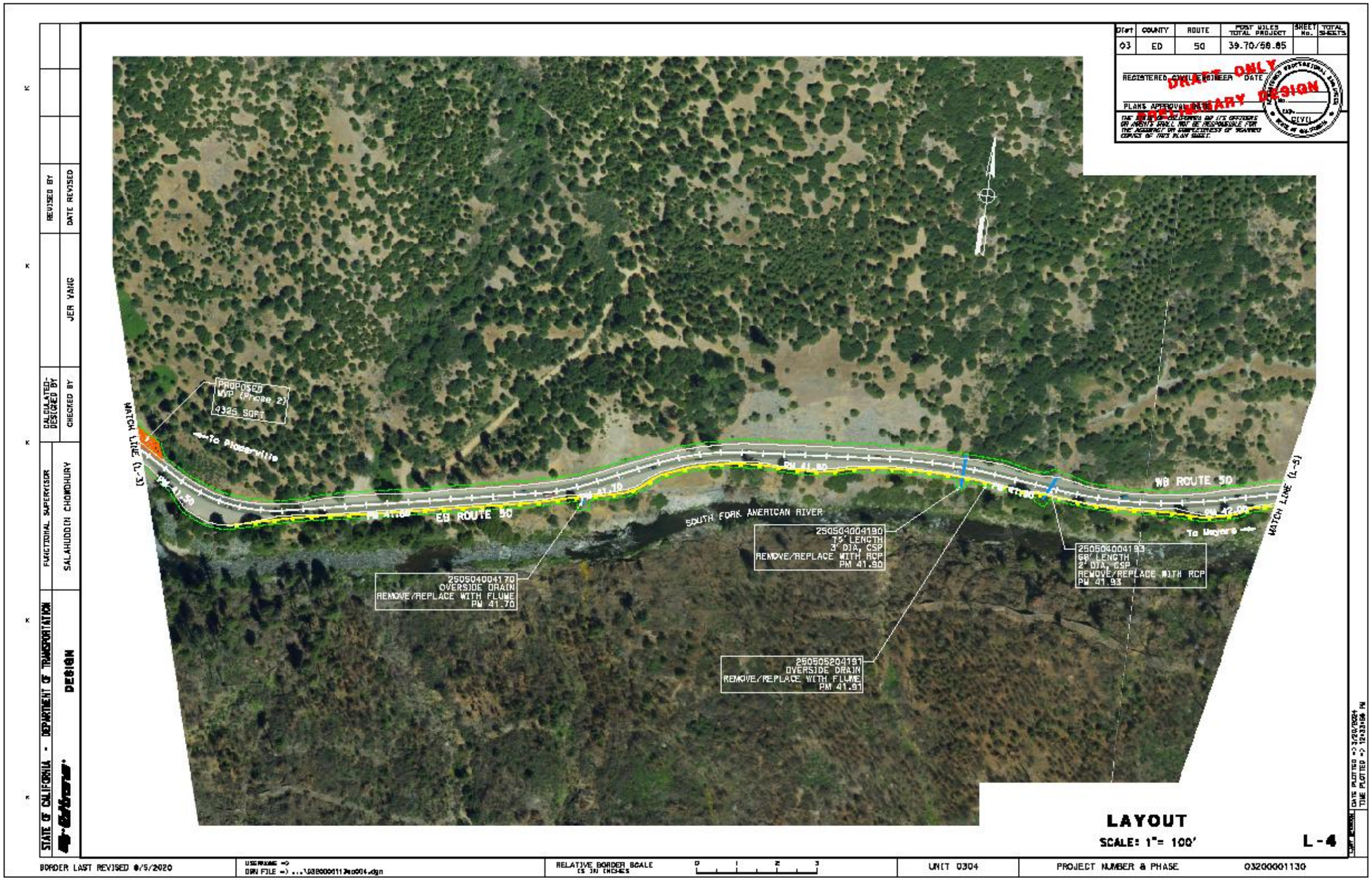

Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
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DRAFT ONLY
PRELIMINARY DESIGN
PROPOSED MVP (Phase 2) 4325 SQFT
To Placerville
MATCH LINE (L-3)
EB ROUTE 50
WB ROUTE 50
SOUTH FORK AMERICAN RIVER
To Meyers
MATCH LINE (L-5)
250504004170 OVERSIDE DRAIN REMOVE/REPLACE WITH FLUME PM 41.70
250504004190 75' LENGTH 3' DIA, CSP REMOVE/REPLACE WITH RCP PM 41.90
250505204191 OVERSIDE DRAIN REMOVE/REPLACE WITH FLUME PM 41.91
250504004193 68' LENGTH 2' DIA, CSP REMOVE/REPLACE WITH RCP PM 41.93
LAYOUT
SCALE: 1"= 100'
L-4
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
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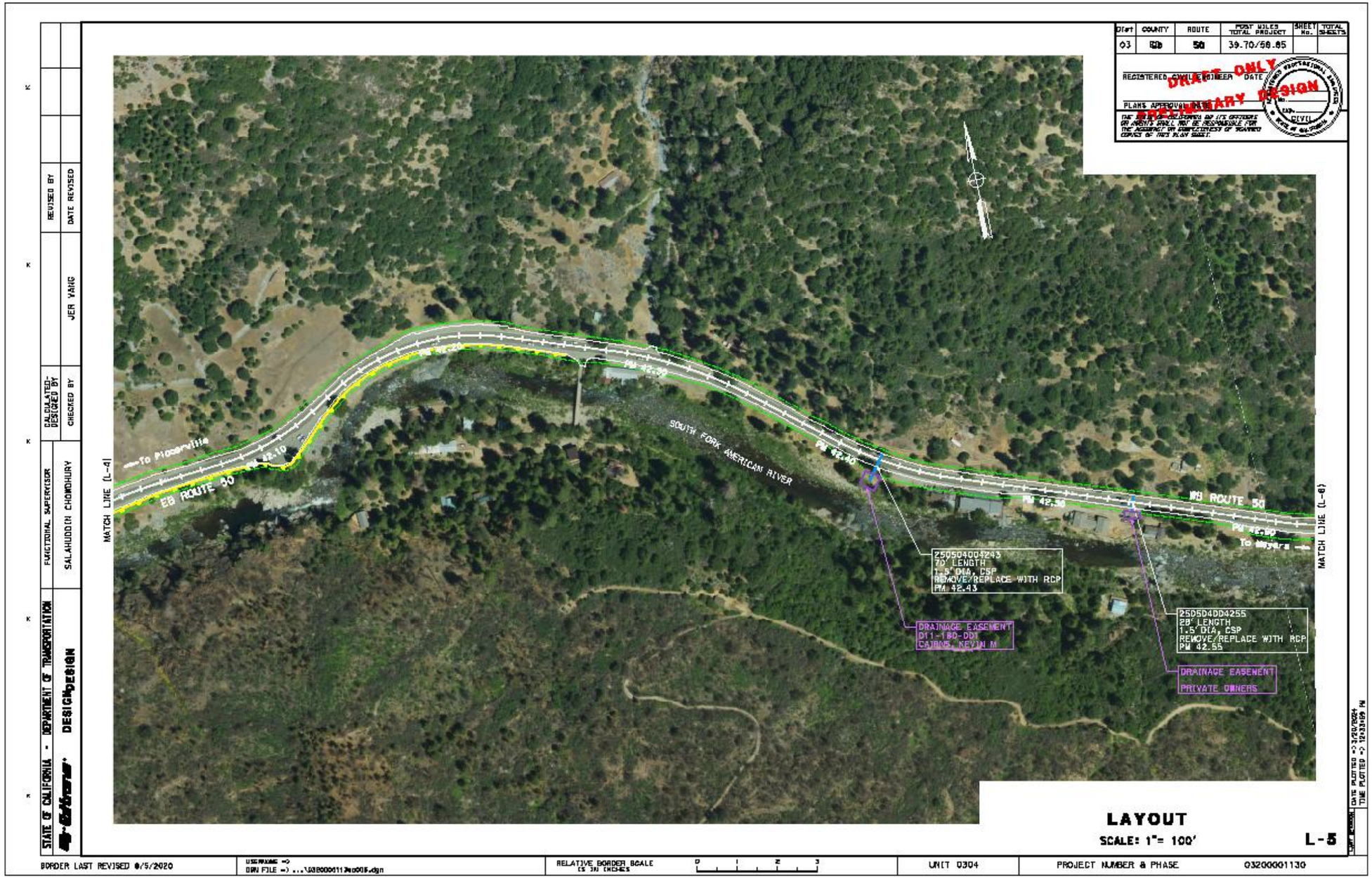

Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
03
50
39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
To Placerville
EB ROUTE 50
PM 42.10
SOUTH FORK AMERICAN RIVER
PM 42.40
PM 42.50
WB ROUTE 50
To Meyers
MATCH LINE (L-4)
MATCH LINE (L-6)
250504004243
70' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH RCP
PM 42.43
DRAINAGE EASEMENT
D11-180-001
CAIRNS, KEVIN M
250504004255
28' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH RCP
PM 42.55
DRAINAGE EASEMENT
PRIVATE OWNERS
LAYOUT
SCALE: 1"= 100'
L-5
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
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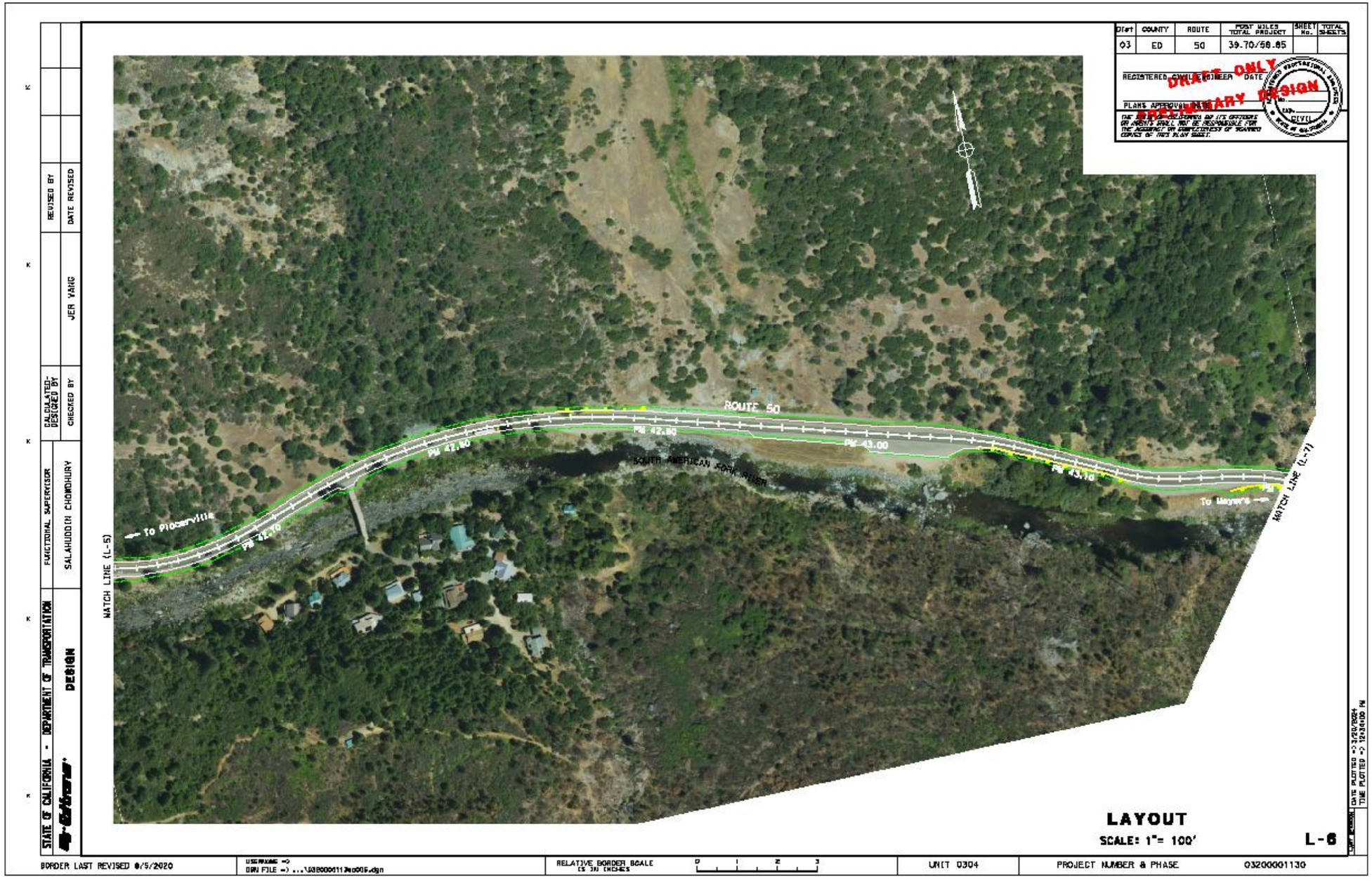

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ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
03
ED
50
39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
ROUTE 50
PM 42.80
PM 43.00
PM 43.10
SOUTH AMERICAN FORK RIVER
To Placerville
To Meyers
MATCH LINE (L-5)
MATCH LINE (L-7)
LAYOUT
SCALE: 1"= 100'
L-6
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
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PROJECT NUMBER & PHASE
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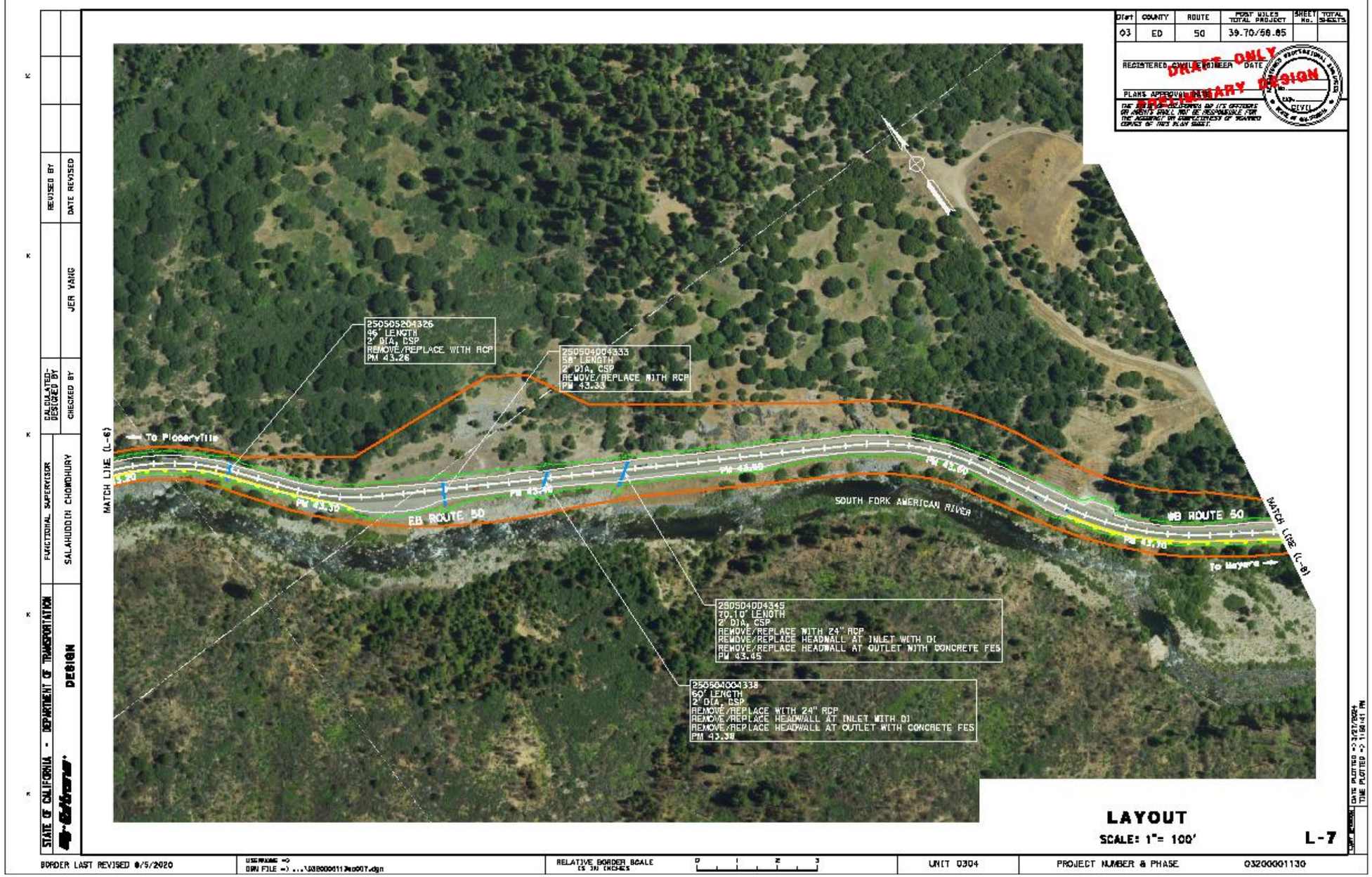

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DRAFT ONLY
PRELIMINARY DESIGN
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46' LENGTH
2' DIA, CSP
REMOVE/REPLACE WITH RCP
PM 43.26
250504004333
58' LENGTH
2' DIA, CSP
REMOVE/REPLACE WITH RCP
PM 43.33
To Placerville
MATCH LINE (L-6)
EB ROUTE 50
SOUTH FORK AMERICAN RIVER
WB ROUTE 50
To Meyers
250504004345
70.10' LENGTH
2' DIA, CSP
REMOVE/REPLACE WITH 24" RCP
REMOVE/REPLACE HEADWALL AT INLET WITH DI
REMOVE/REPLACE HEADWALL AT OUTLET WITH CONCRETE FES
PM 43.45
250504004338
60' LENGTH
2' DIA, CSP
REMOVE/REPLACE WITH 24" RCP
REMOVE/REPLACE HEADWALL AT INLET WITH DI
REMOVE/REPLACE HEADWALL AT OUTLET WITH CONCRETE FES
PM 43.38
LAYOUT
SCALE: 1"= 100'
L-7
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
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PROJECT NUMBER & PHASE
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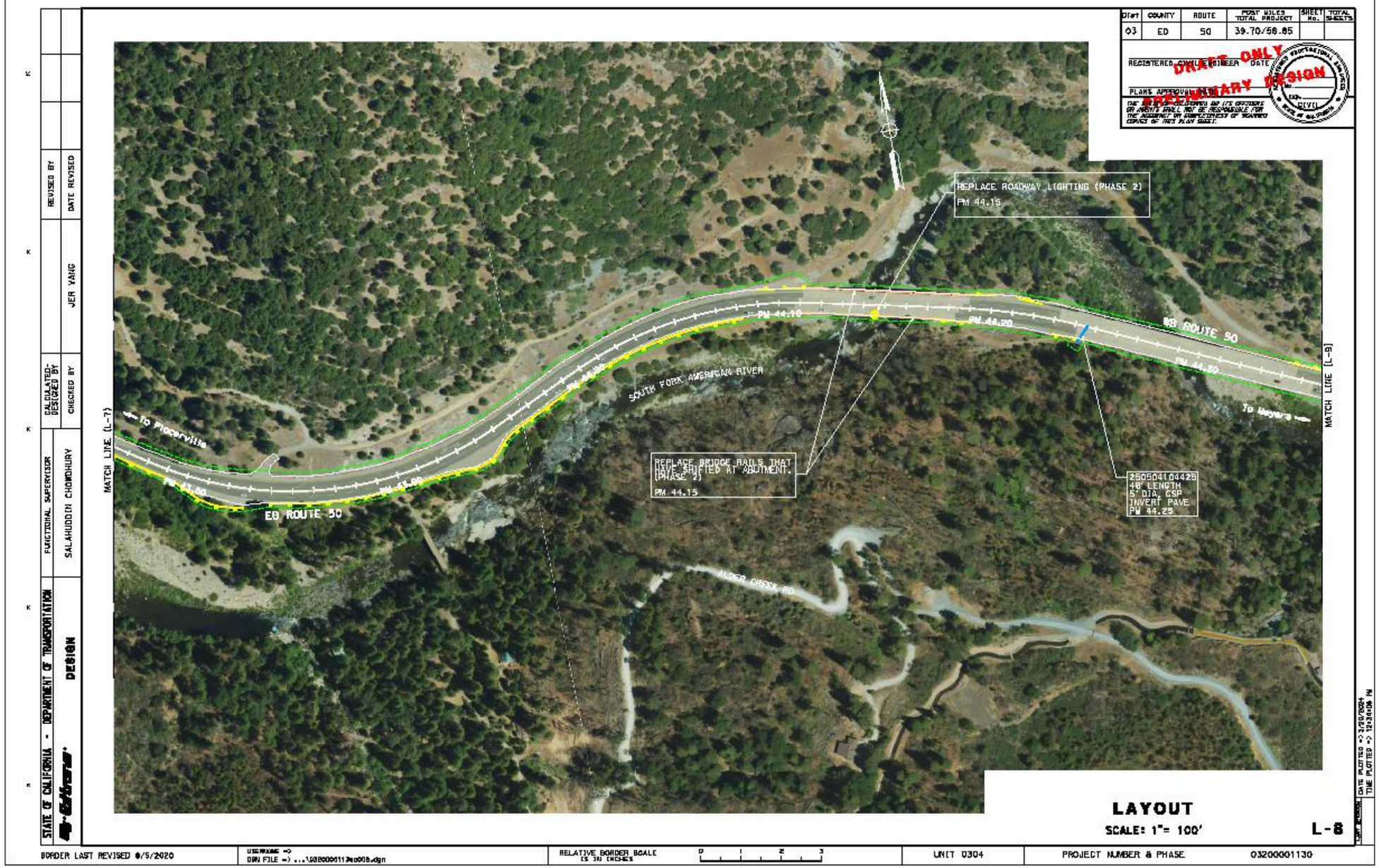

Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
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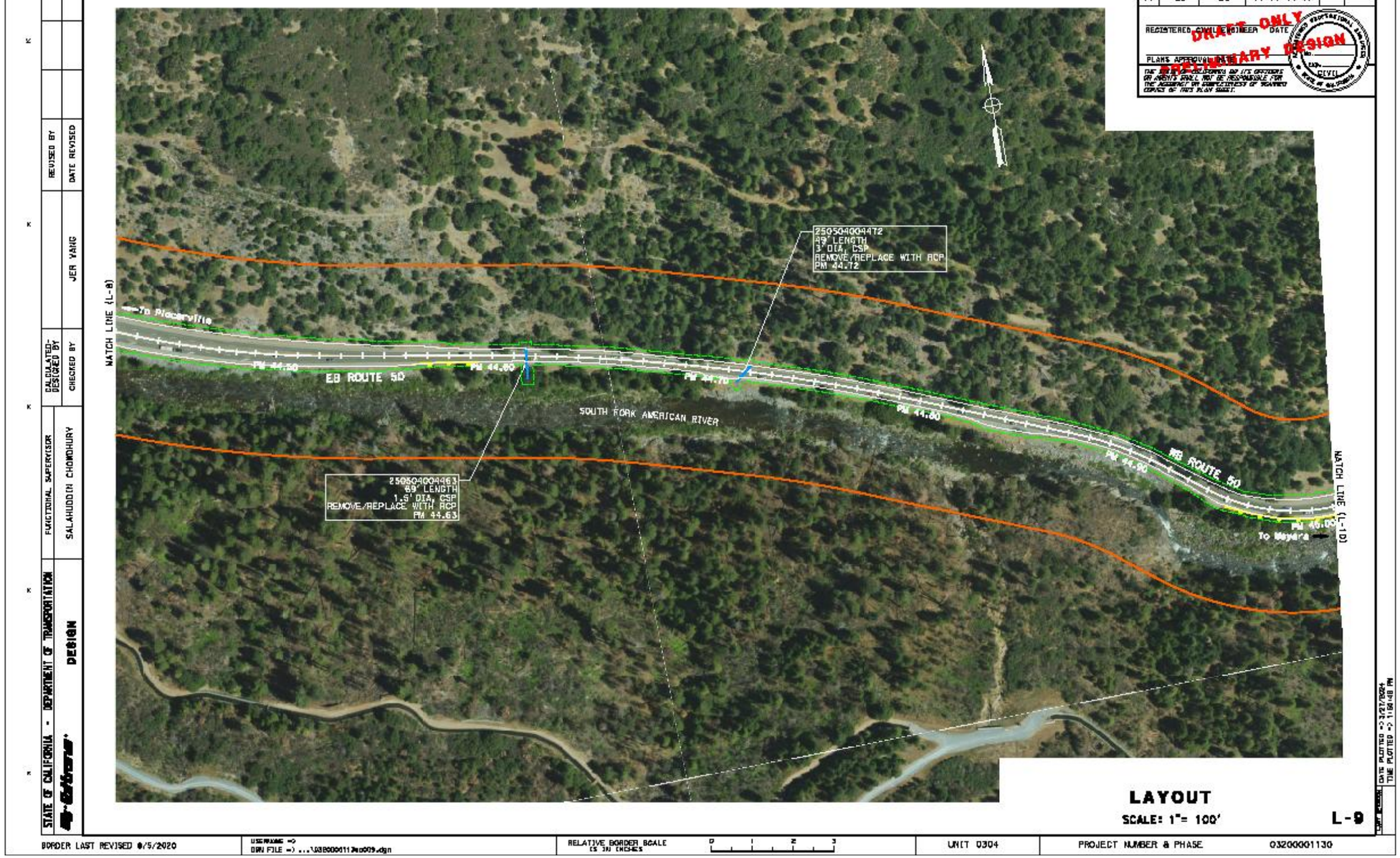
DRAFT ONLY
PRELIMINARY DESIGN
REPLACE ROADWAY LIGHTING (PHASE 2)
PM 44.15
PM 44.10
PM 44.20
PM 44.30
WB ROUTE 50
SOUTH FORK AMERICAN RIVER
To Placerville
To Meyers
MATCH LINE (L-7)
MATCH LINE (L-9)
EB ROUTE 50
REPLACE BRIDGE RAILS THAT HAVE SHIFTED AT ABUTMENT. (PHASE 2)
PM 44.15
250504104425
48' LENGTH
5' DIA. CSP
INVERT PAVE
PM 44.25
ALDER CREEK RD
LAYOUT
SCALE: 1"= 100'
L-8
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130



Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
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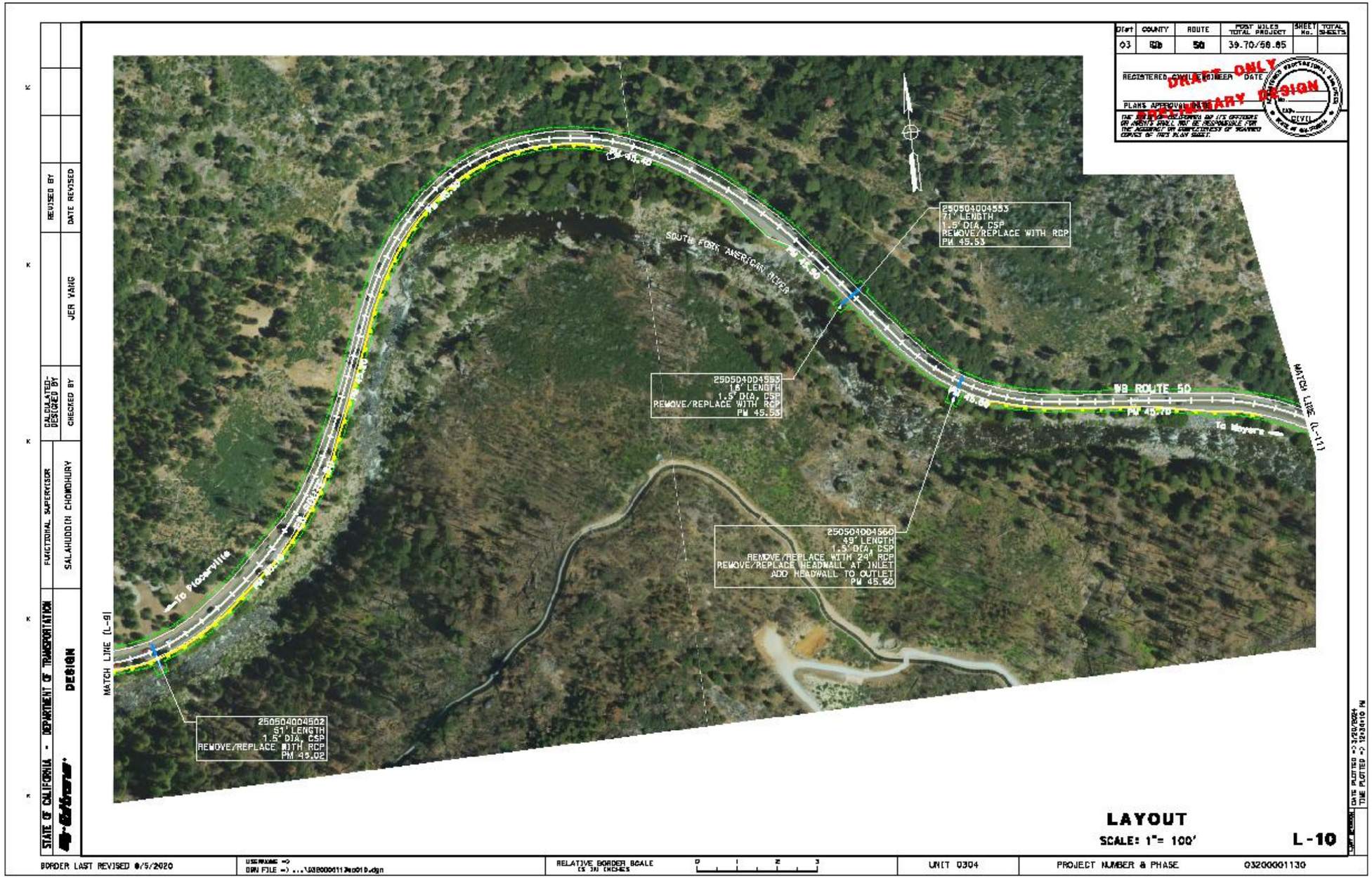
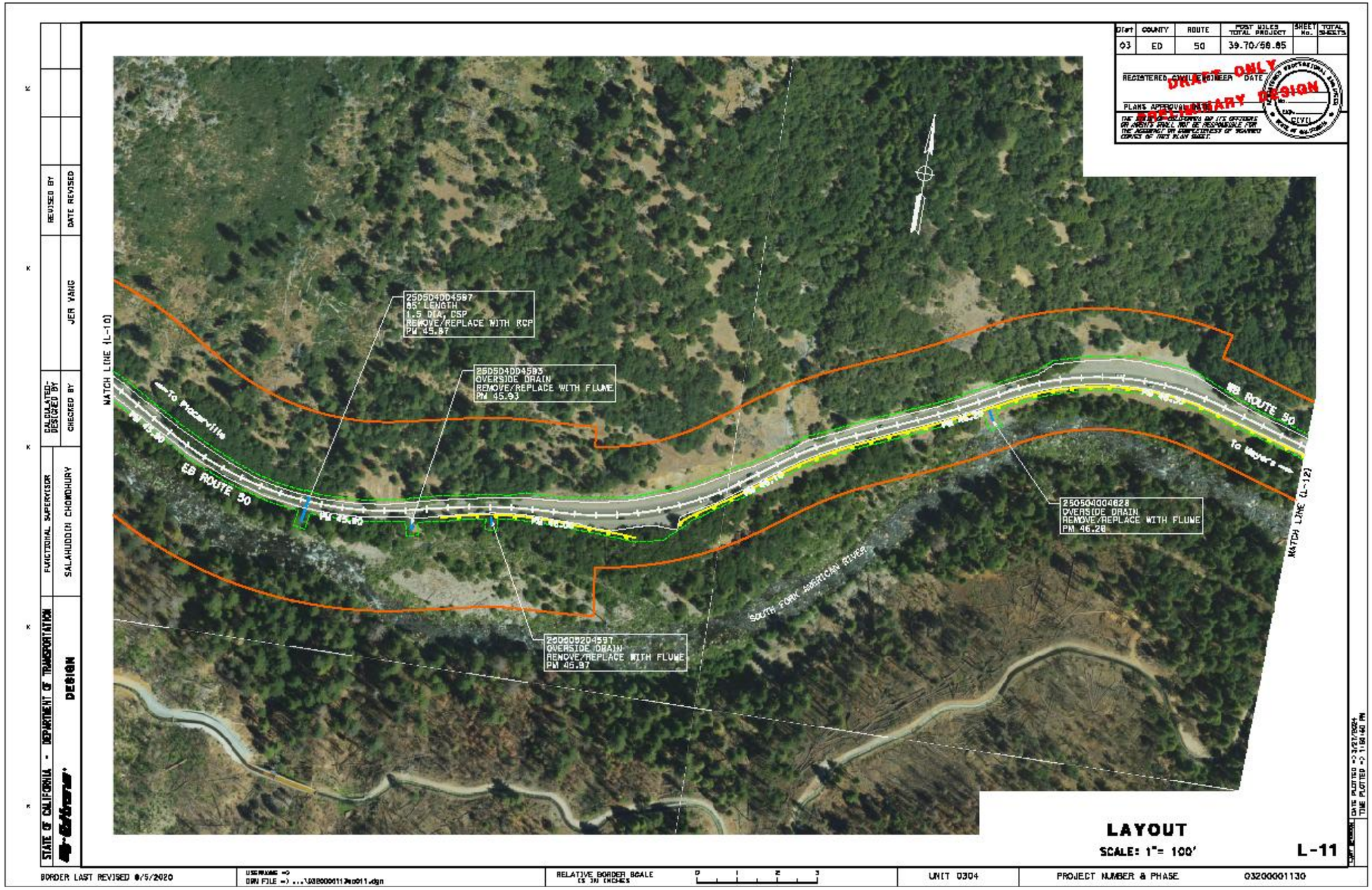
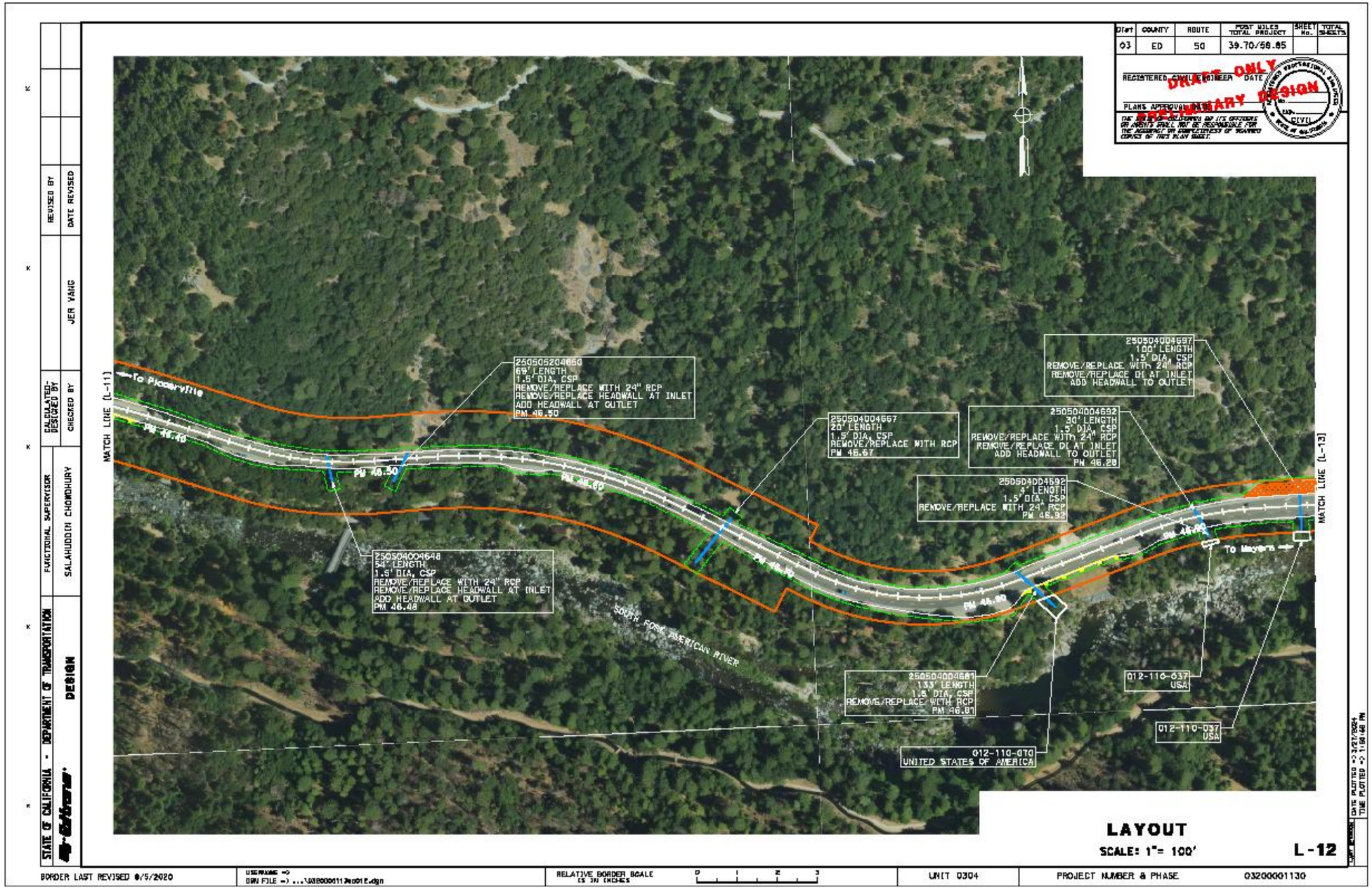
DRAFT ONLY
PRELIMINARY DESIGN
250504004472
49' LENGTH
3' DIA, CSP
REMOVE/REPLACE WITH RCP
PM 44.72
250504004463
69' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH RCP
PM 44.63
MATCH LINE (L-8)
MATCH LINE (L-10)
To Placerville
To Meyers
EB ROUTE 50
WB ROUTE 50
SOUTH FORK AMERICAN RIVER
PM 44.50
PM 44.60
PM 44.70
PM 44.80
PM 44.90
PM 45.00
LAYOUT
SCALE: 1"= 100'
L-9
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130



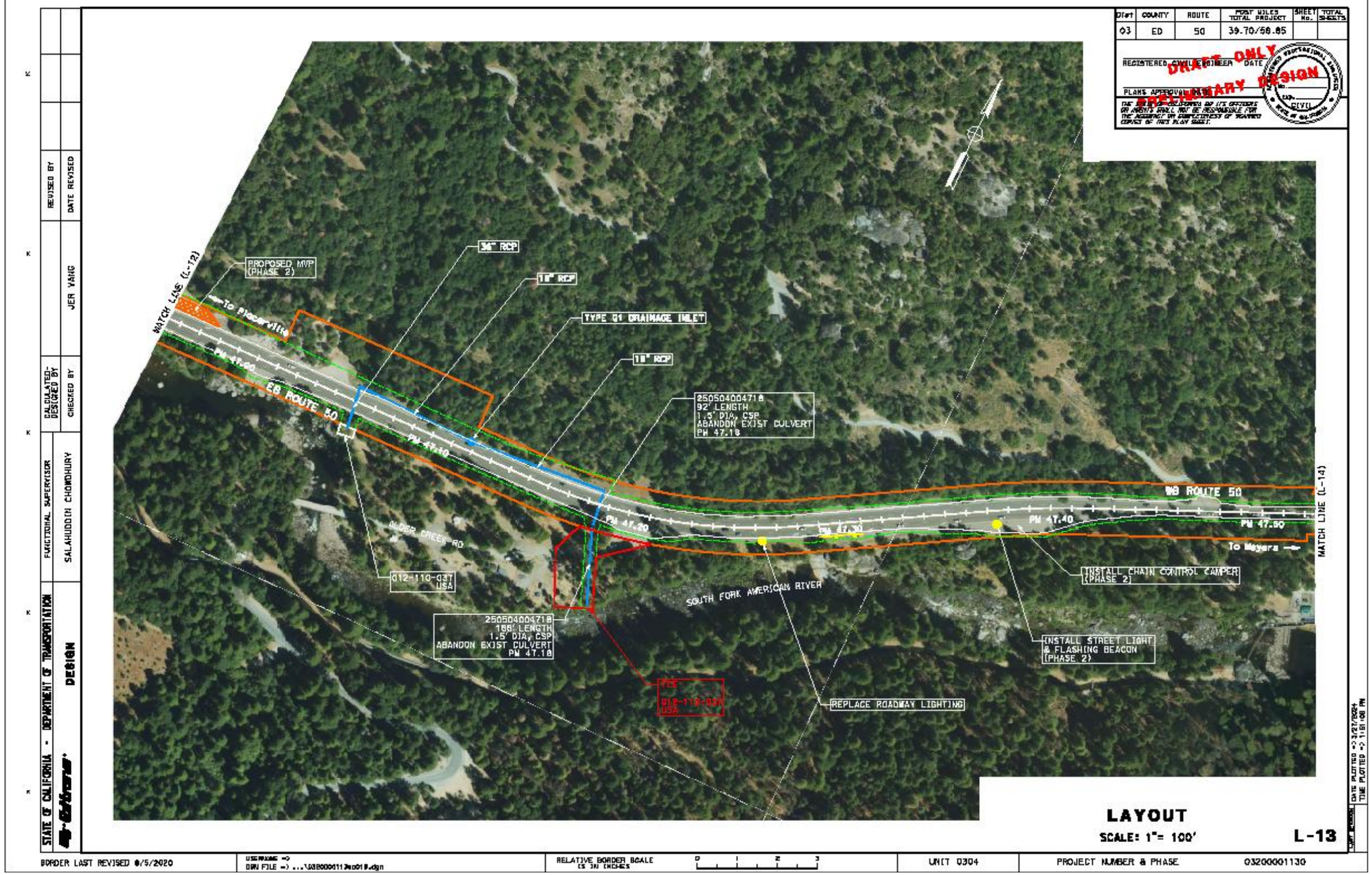
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
03
50
39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
SOUTH FORK AMERICAN RIVER
WB ROUTE 50
To Placerville
To Meyers
MATCH LINE (L-9)
MATCH LINE (L-11)
250504004553
71' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH RCP
PM 45.53
250504004553
16' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH RCP
PM 45.53
250504004560
49' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH 24" RCP
REMOVE/REPLACE HEADWALL AT INLET
ADD HEADWALL TO OUTLET
PM 45.60
250504004502
51' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH RCP
PM 45.02
LAYOUT
SCALE: 1"= 100'
L-10
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130



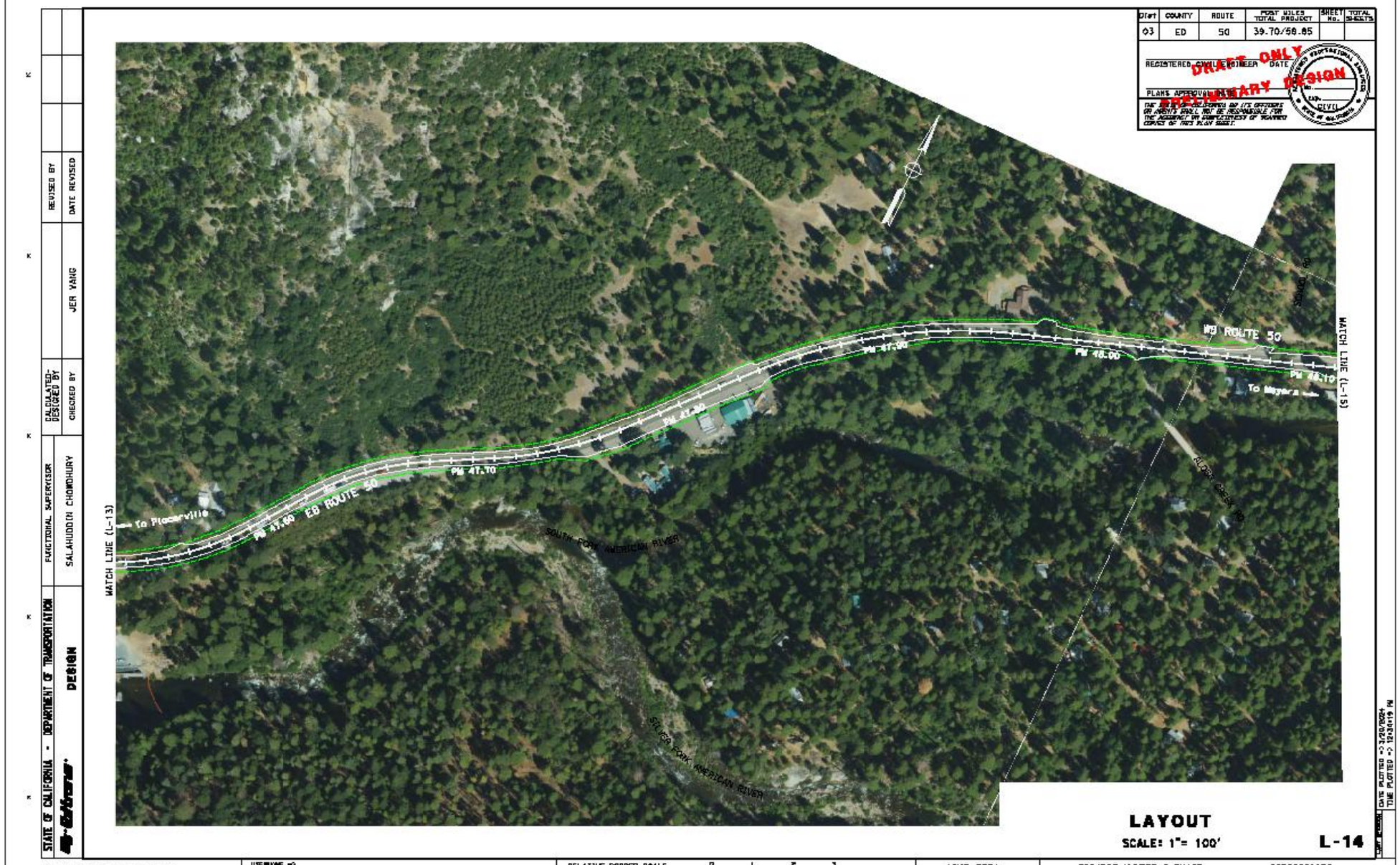
Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
03 | ED | 50 | 39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
25D5D4DD4587
85' LENGTH
1.5 DIA, CSP
REMOVE/REPLACE WITH RCP
PM 45.87
25D5D4DD4593
OVERSIDE DRAIN
REMOVE/REPLACE WITH FLUME
PM 45.93
25D5D4DD4628
OVERSIDE DRAIN
REMOVE/REPLACE WITH FLUME
PM 46.28
25D5D5204597
OVERSIDE DRAIN
REMOVE/REPLACE WITH FLUME
PM 45.97
MATCH LINE (L-10)
MATCH LINE (L-12)
To Placerville
To Meyers
EB ROUTE 50
WB ROUTE 50
SOUTH FORK AMERICAN RIVER
LAYOUT
SCALE: 1"= 100'
L-11
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130



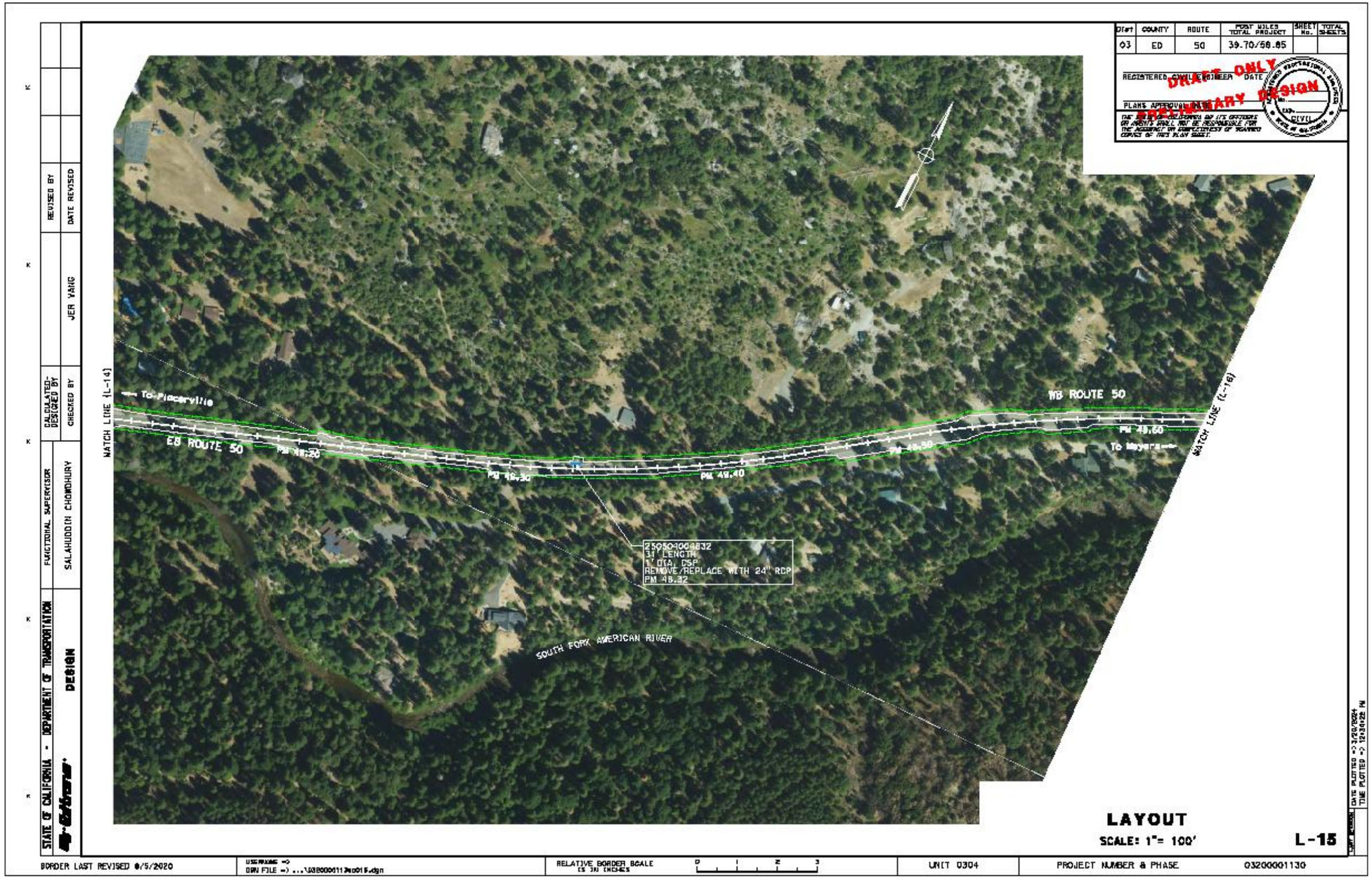
Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
03 | ED | 50 | 39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
MATCH LINE (L-11)
MATCH LINE (L-13)
To Placerville
To Meyers
PM 46.40
PM 46.50
PM 46.60
PM 46.70
PM 46.80
PM 46.90
250505204650
69' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH 24" RCP
REMOVE/REPLACE HEADWALL AT INLET
ADD HEADWALL AT OUTLET
PM 46.50
250504004667
20' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH RCP
PM 46.67
250504004697
100' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH 24" RCP
REMOVE/REPLACE DI AT INLET
ADD HEADWALL TO OUTLET
250504004692
30' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH 24" RCP
REMOVE/REPLACE DI AT INLET
ADD HEADWALL TO OUTLET
PM 46.28
250504004692
4' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH 24" RCP
PM 46.92
250504004648
54' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH 24" RCP
REMOVE/REPLACE HEADWALL AT INLET
ADD HEADWALL AT OUTLET
PM 46.48
SOUTH FORK AMERICAN RIVER
250504004681
133' LENGTH
1.5' DIA, CSP
REMOVE/REPLACE WITH RCP
PM 46.81
012-110-037
USA
012-110-037
USA
012-110-070
UNITED STATES OF AMERICA
LAYOUT
SCALE: 1"= 100'
L-12
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130



Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
03 | ED | 50 | 39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
PROPOSED MVP (PHASE 2)
36" RCP
18" RCP
TYPE 01 DRAINAGE INLET
18" RCP
25050400471B
92' LENGTH
1.5' DIA, CSP
ABANDON EXIST CULVERT
PM 47.18
MATCH LINE (L-12)
To Placerville
EB ROUTE 50
PM 47.10
PM 47.20
PM 47.30
PM 47.40
PM 47.50
WB ROUTE 50
To Meyers
MATCH LINE (L-14)
ALDER CREEK RD
012-110-03T
USA
SOUTH FORK AMERICAN RIVER
25050400471B
188' LENGTH
1.5' DIA, CSP
ABANDON EXIST CULVERT
PM 47.18
INSTALL CHAIN CONTROL CAMPER (PHASE 2)
INSTALL STREET LIGHT & FLASHING BEACON (PHASE 2)
REPLACE ROADWAY LIGHTING
LAYOUT
SCALE: 1"= 100'
L-13
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130



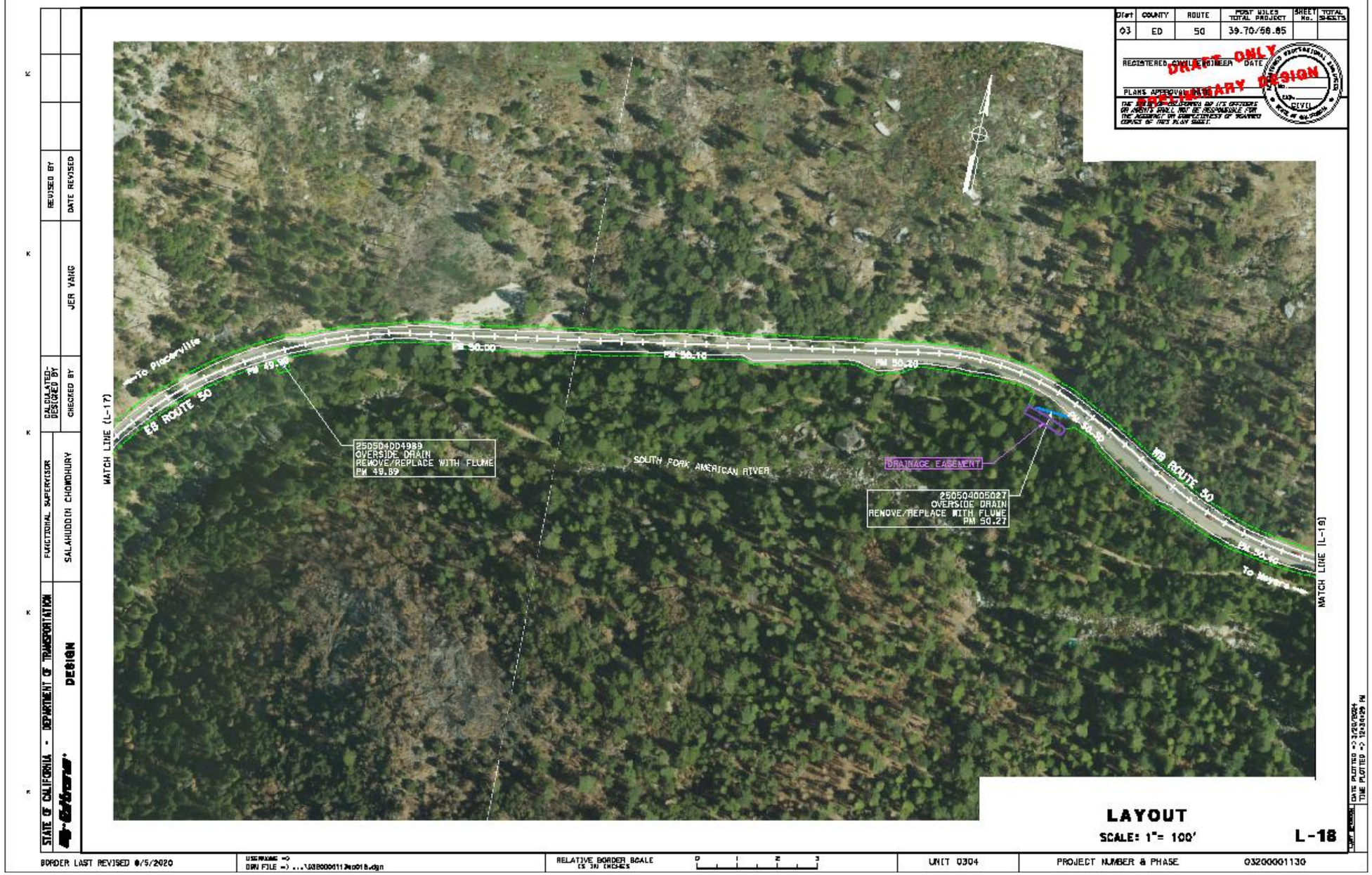
Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
03 | ED | 50 | 39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
WB ROUTE 50
PM 47.90
PM 48.00
PM 48.10
To Meyers
PM 47.70
PM 47.60
EB ROUTE 50
To Placerville
SOUTH FORK AMERICAN RIVER
SILVER FORK AMERICAN RIVER
WATCH LINE (L-13)
WATCH LINE (L-15)
LAYOUT
SCALE: 1"= 100'
L-14
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130



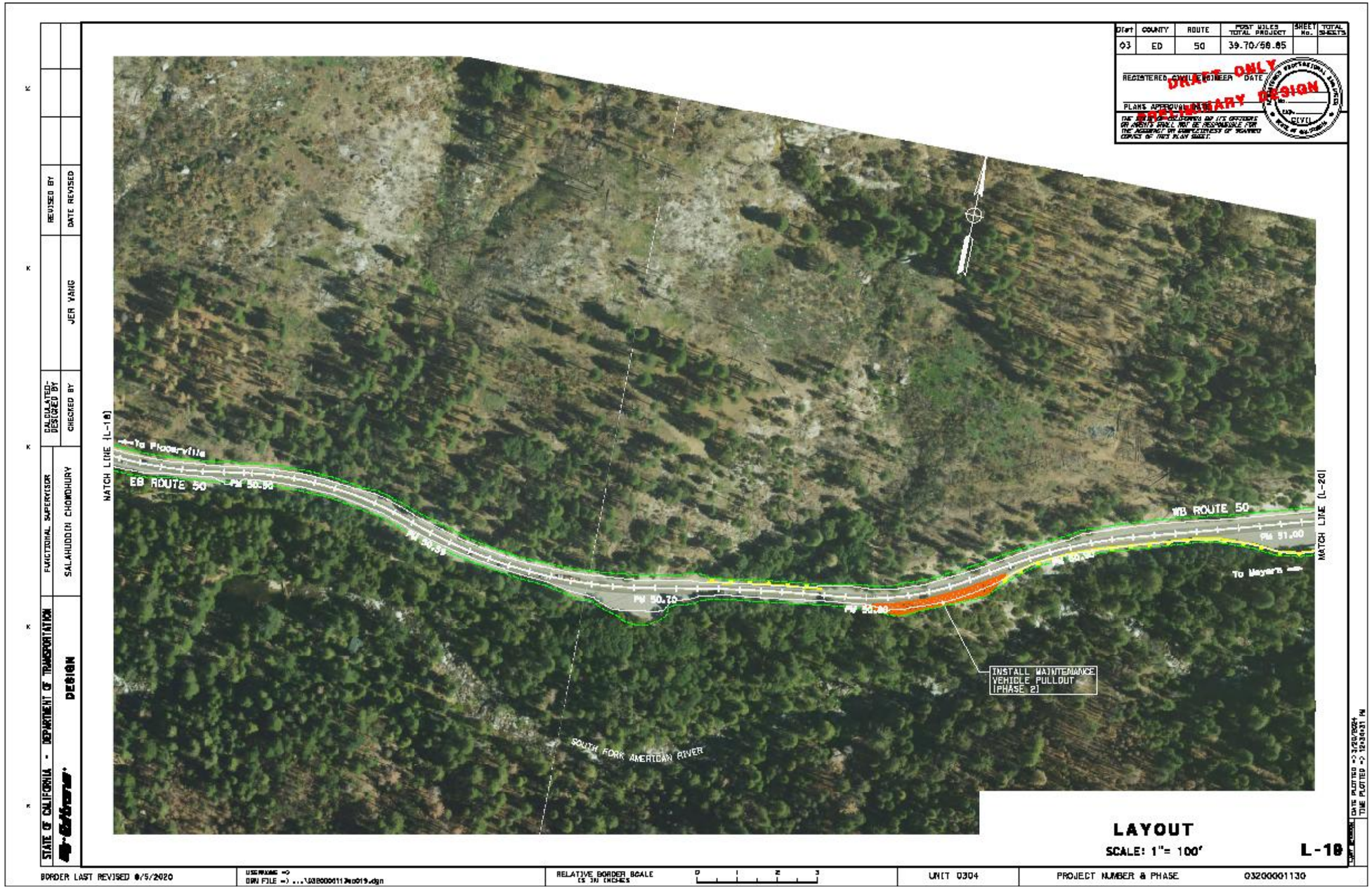
Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
03 | ED | 50 | 39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
WATCH LINE (L-14)
WATCH LINE (L-16)
To Placerville
EB ROUTE 50
WB ROUTE 50
To Meyers
PM 49.20
PM 49.30
PM 49.40
PM 49.50
PM 49.60
250504004832
31' LENGTH
1' DIA. CSP
REMOVE/REPLACE WITH 24" RCP
PM 48.32
SOUTH FORK AMERICAN RIVER
LAYOUT
SCALE: 1"= 100'
L-15
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130



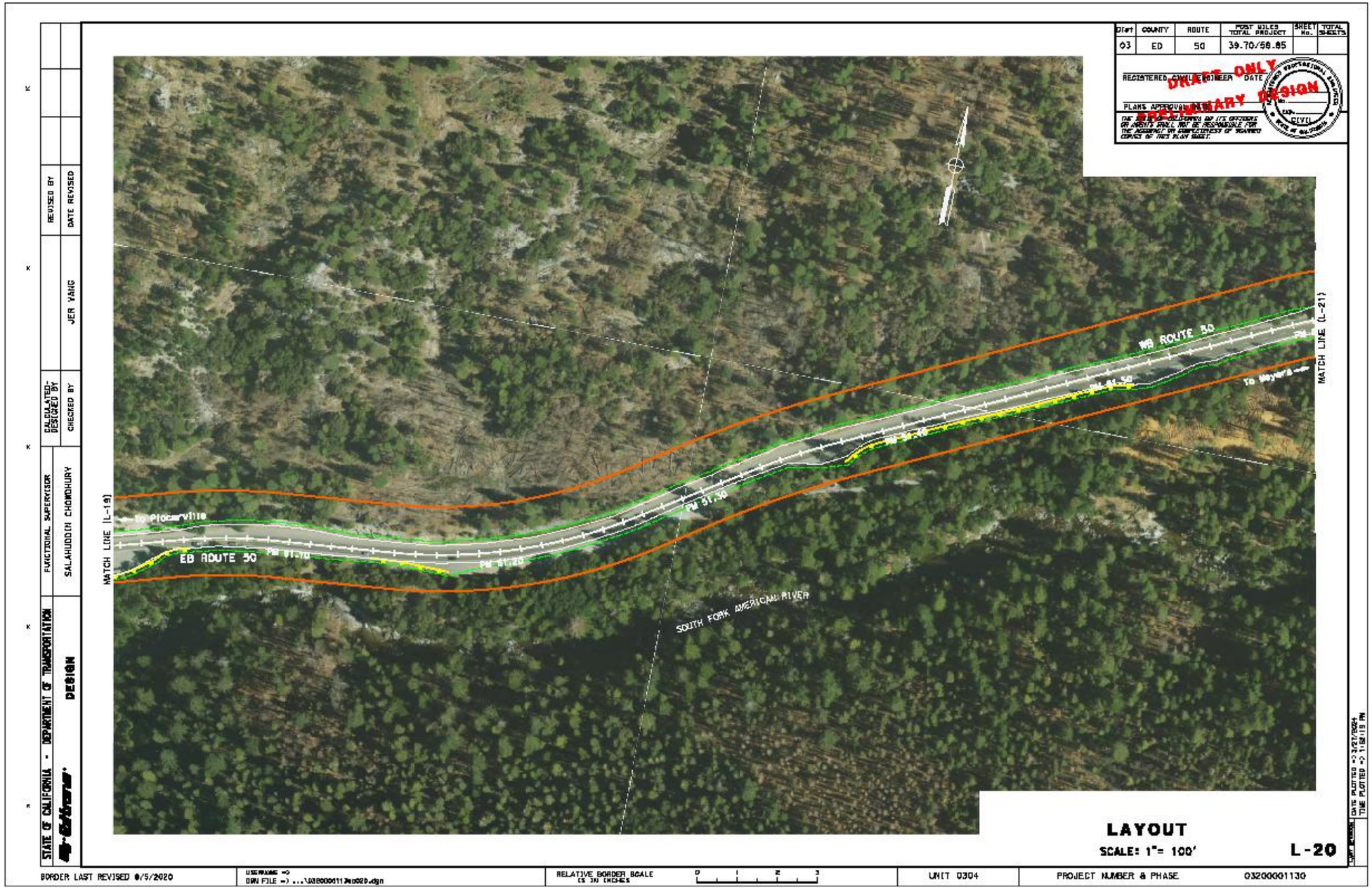
Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
03 | ED | 50 | 39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
KYBURZ DR
PINE DONE DR
HILLBILLY LN
ORIOLE DR
CAPACHI DR
SOUTH FORK AMERICAN RIVER
REDWING RD
EB ROUTE 50
WB ROUTE 50
MATCH LINE (L-15)
MATCH LINE (L-17)
LAYOUT
SCALE: 1"= 100'
L-16
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130



Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
03
ED
50
39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
To Placerville
ES ROUTE 50
PM 49.90
PM 50.00
PM 50.10
PM 50.20
PM 50.30
PM 50.40
WB ROUTE 50
To Meyers
MATCH LINE (L-17)
MATCH LINE (L-19)
25D5D4DD4989
OVERSIDE DRAIN
REMOVE/REPLACE WITH FLUME
PM 49.89
SOUTH FORK AMERICAN RIVER
DRAINAGE EASEMENT
250504005027
OVERSIDE DRAIN
REMOVE/REPLACE WITH FLUME
PM 50.27
LAYOUT
SCALE: 1"= 100'
L-18
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130

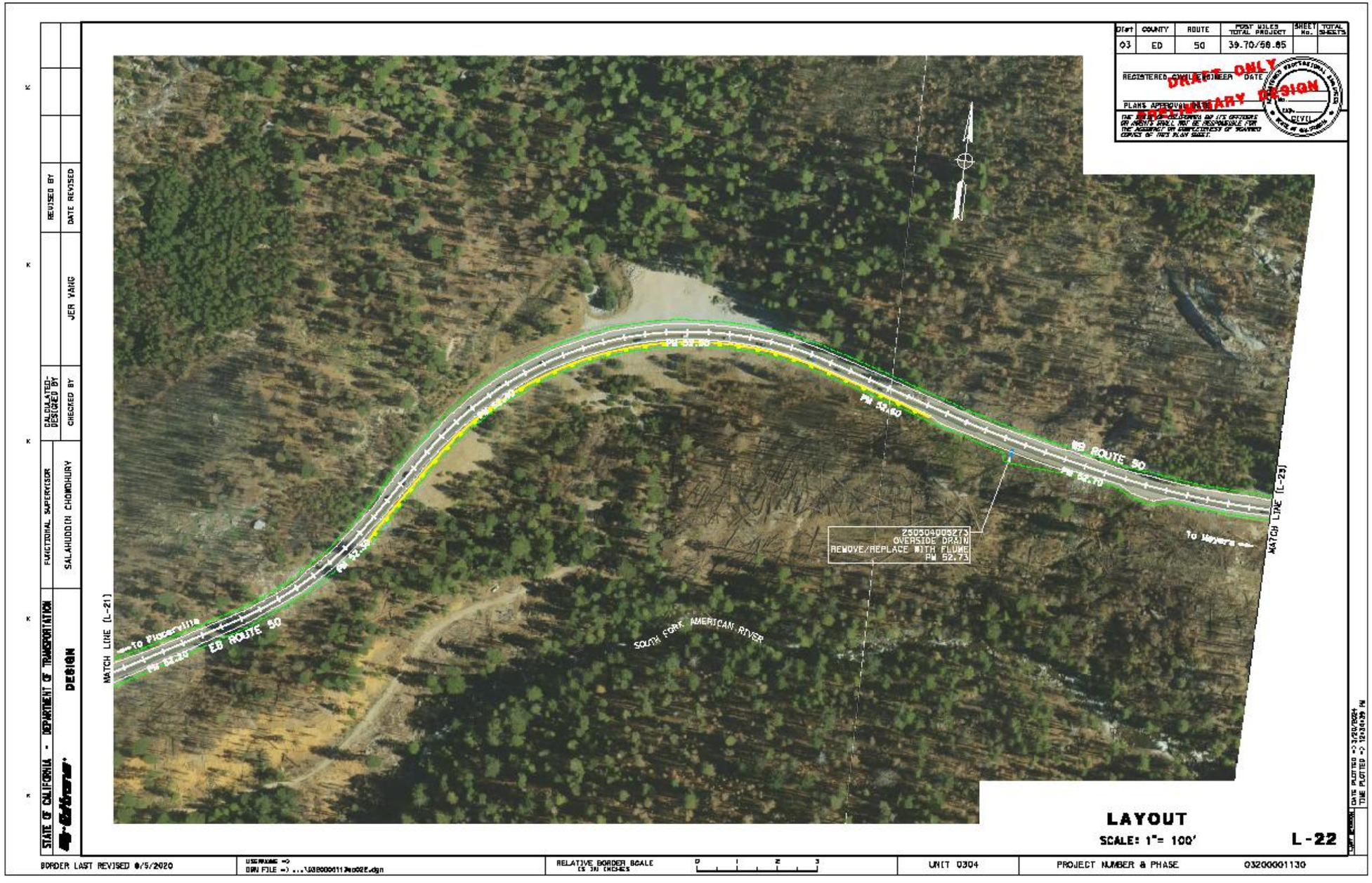


Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
03 | ED | 50 | 39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
To Placerville
EB ROUTE 50
PM 50.50
PM 50.70
WB ROUTE 50
PM 51.00
To Meyers
INSTALL MAINTENANCE VEHICLE PULLOUT (PHASE 2)
SOUTH FORK AMERICAN RIVER
MATCH LINE (L-18)
MATCH LINE (L-20)
LAYOUT
SCALE: 1"= 100'
L-19
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130

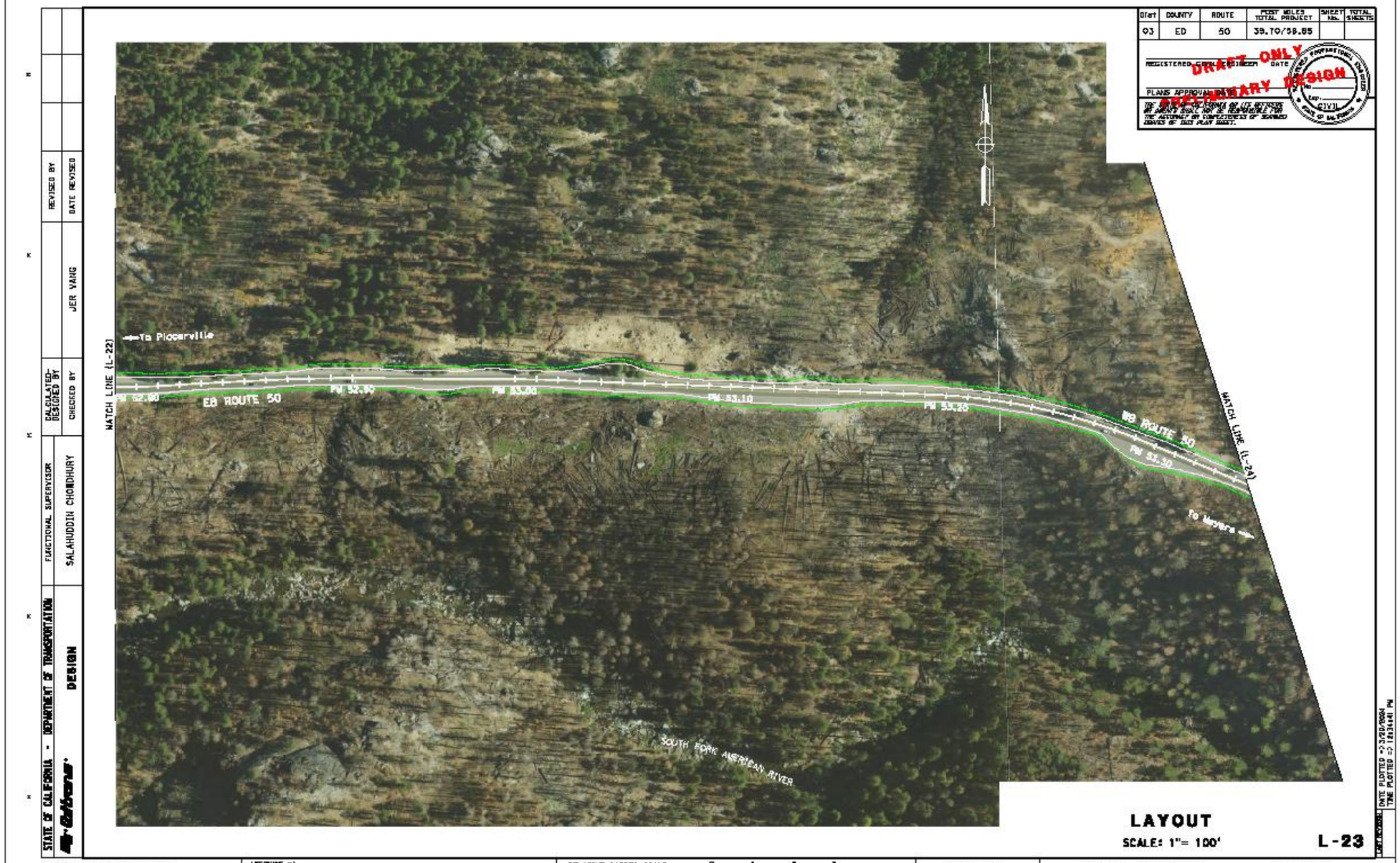


Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
03
ED
50
39.70/58.85
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
DRAFT ONLY
PRELIMINARY DESIGN
WB ROUTE 50
To Meyers
To Placerville
EB ROUTE 50
SOUTH FORK AMERICAN RIVER
MATCH LINE (L-19)
MATCH LINE (L-21)
LAYOUT
SCALE: 1"= 100'
L-20
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130


To Placerville
EB ROUTE 50
PM 51.70
PM 51.90
PM 52.00
WB ROUTE 50
PM 52.10
To Meyers
MATCH LINE (L-22)
INSTALL CMS AND CCTV PM 51.6 (PHASE 2)
INSTALL MAINTENANCE VEHICLE PULLOUT (PHASE 2)
REPLACE UTILITY SERVICE PEDESTALS THAT HAVE BEEN DAMAGED (PHASE 2) PM 51.89
INSTALL CHAIN CONTROL CAMPER (PHASE 2)
INSTALL STREET LIGHT & FLASHING BEACON (PHASE 2)
SOUTH FORK AMERICAN RIVER
DRAFT ONLY
PRELIMINARY DESIGN
LAYOUT
SCALE: 1"= 100'
L-21
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER VANG
REVISED BY
DATE REVISED
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
03
ED
50
39.70/58.85
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
DATE PLOTTED =>
TIME PLOTTED =>
BORDER LAST REVISED 8/5/2020
USERNAME =>
DGN FILE =>
RELATIVE BORDER SCALE IS IN INCHES
0 1 2 3
UNIT 0304
PROJECT NUMBER & PHASE
0320000113



Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
03
ED
50
39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA AND ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
MATCH LINE (L-21)
MATCH LINE (L-23)
EB ROUTE 50
WB ROUTE 50
To Placerville
To Meyers
SOUTH FORK AMERICAN RIVER
250504005273
OVERSIDE DRAIN
REMOVE/REPLACE WITH FLUME
PM 52.73
LAYOUT
SCALE: 1"= 100'
L-22
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130


To Placerville
MATCH LINE (L-22)
EB ROUTE 50
PM 52.90
PM 53.30
PM 53.50
PM 53.70
PM 53.90
WB ROUTE 50
PM 53.30
MATCH LINE (L-24)
To Meyers
SOUTH FORK AMERICAN RIVER
DRAFT ONLY
PRELIMINARY DESIGN
LAYOUT
SCALE: 1"= 100'
L-23
Dist 03
COUNTY ED
ROUTE 50
POST MILES TOTAL PROJECT 39.70/58.85
SHEET No.
TOTAL SHEETS
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
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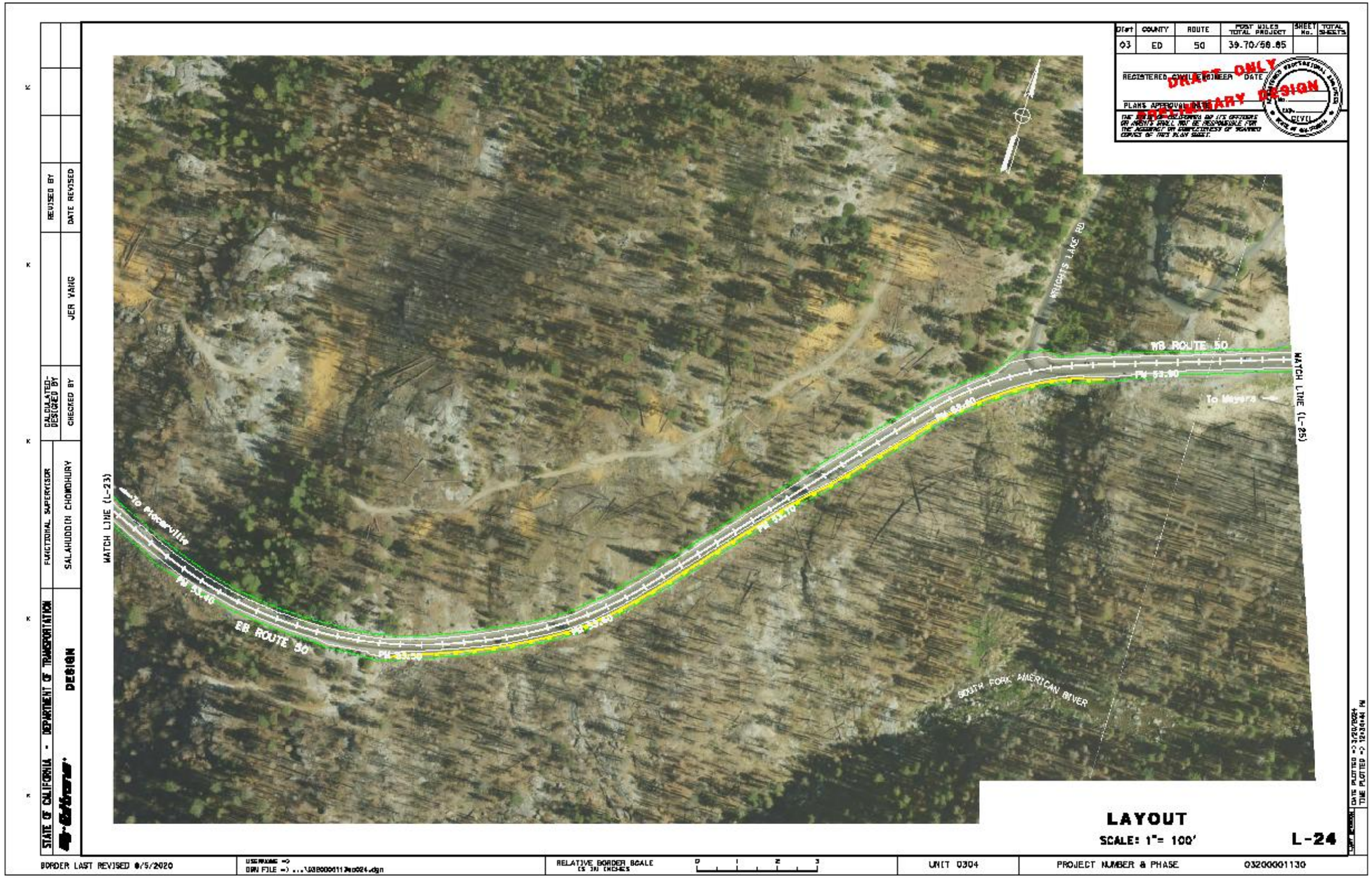
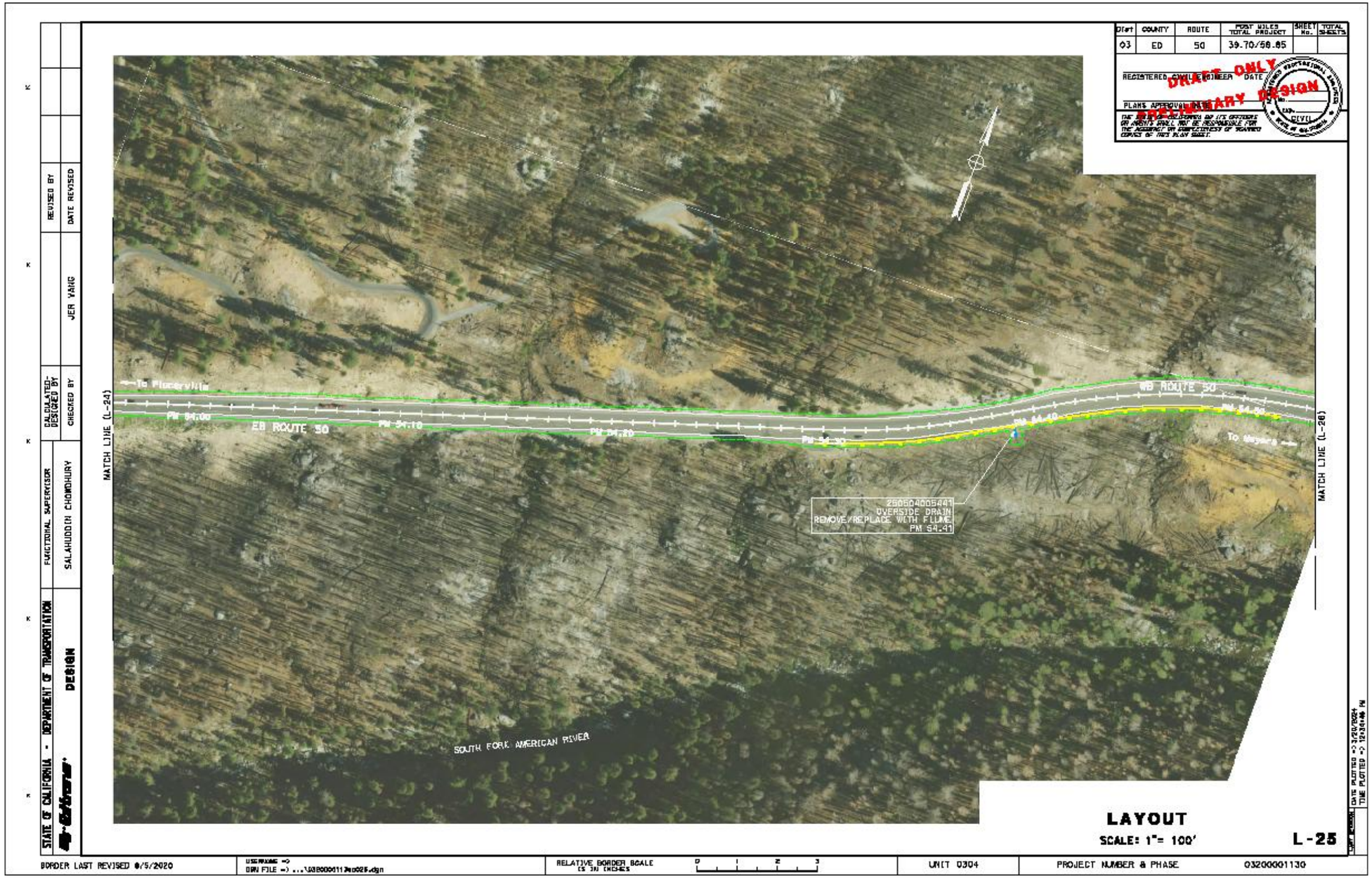
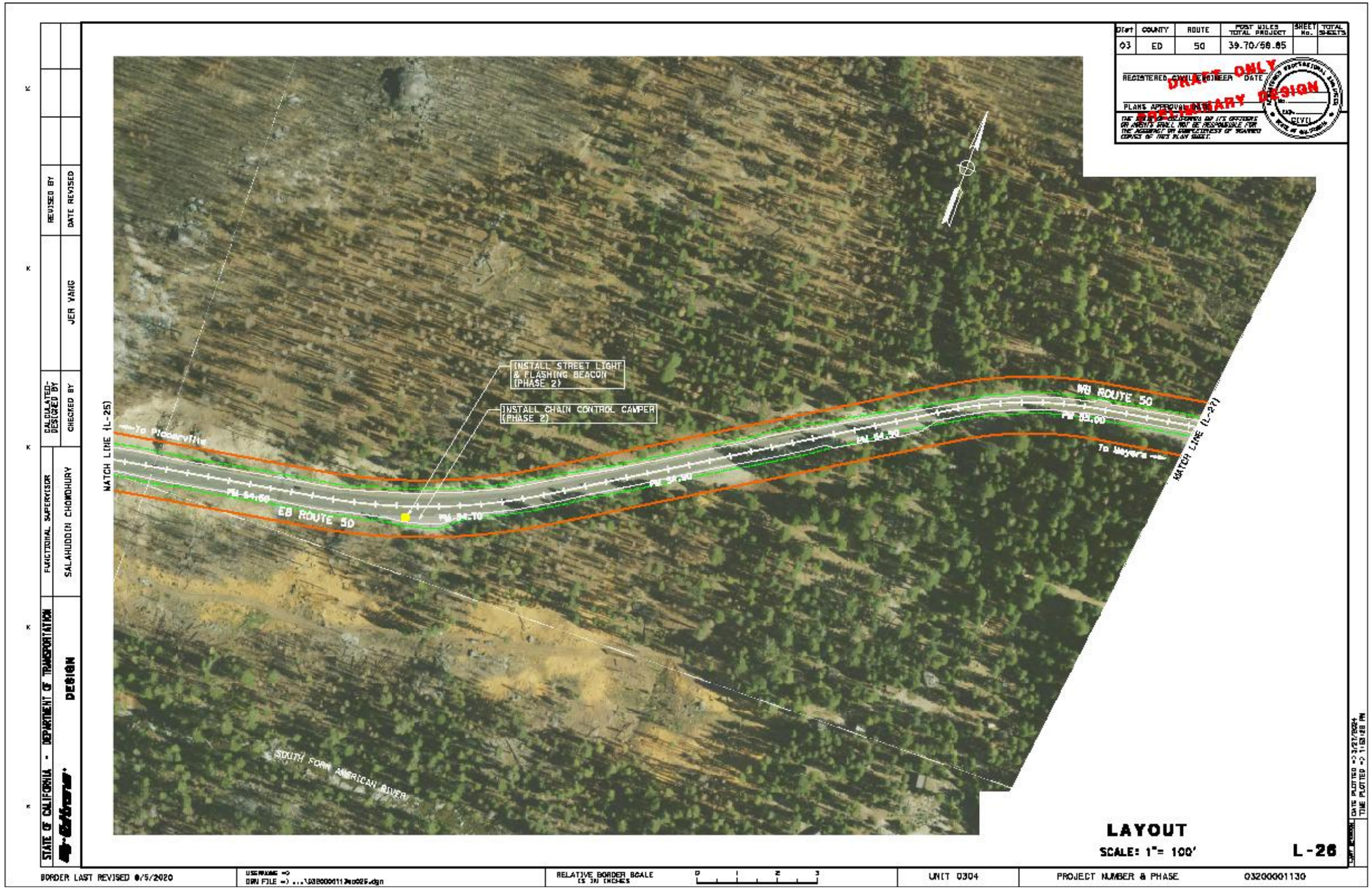
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
JER VANG
CHECKED BY
REVISED BY
DATE REVISED
USERNAME =)
DGN FILE =) ...\03200001130e023.dgn
RELATIVE BORDER SCALE (S IN INCHES)
0 1 2 3
UNIT 0304
PROJECT NUMBER & PHASE 03200001130
BORDER LAST REVISED 8/5/2020
DATE PLOTTED =>3/20/2024
TIME PLOTTED =>18:34:41 PM



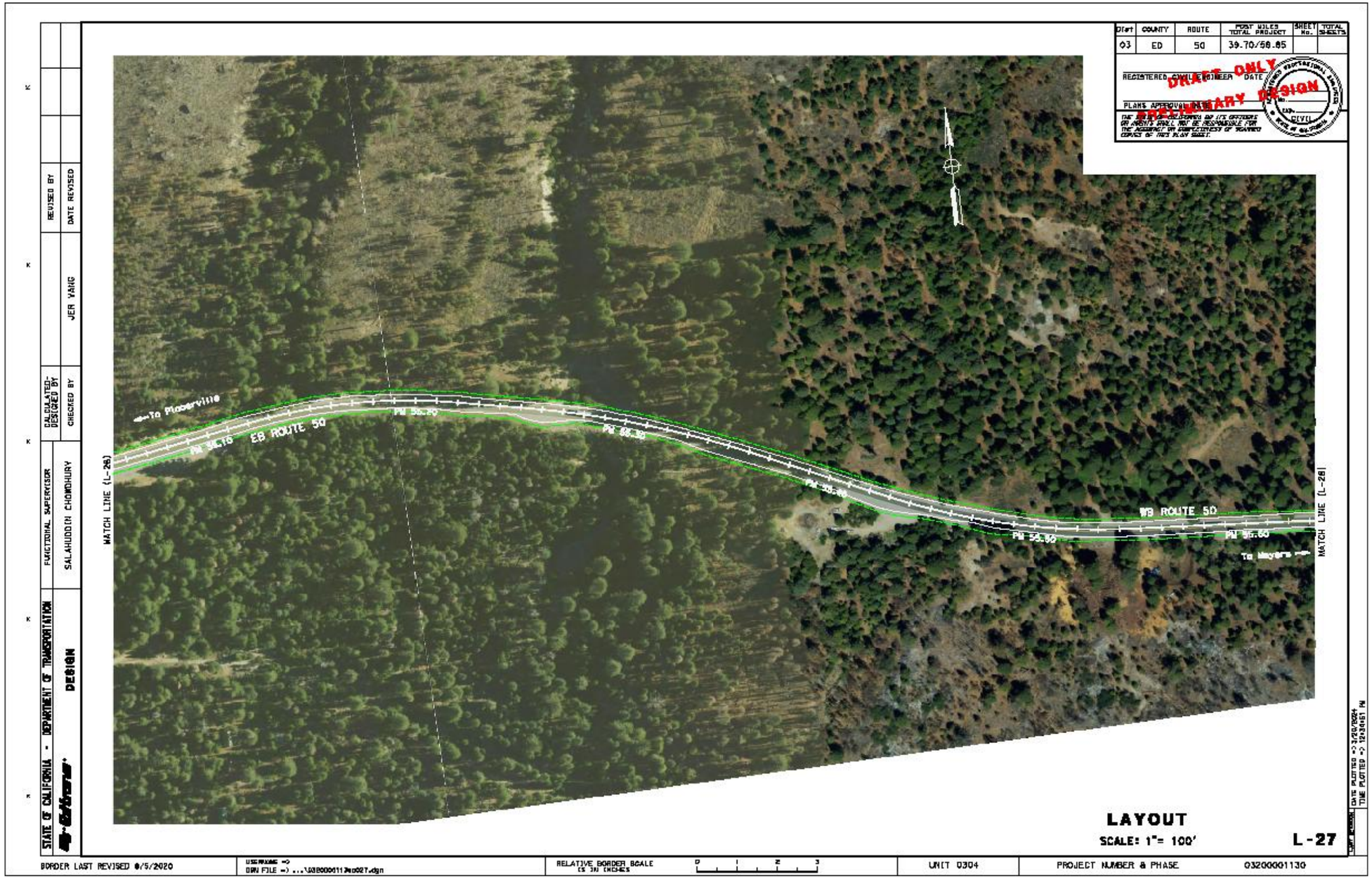
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
03
ED
50
39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
WRIGHTS LAKE RD
WB ROUTE 50
To Meyers
WATCH LINE (L-25)
WATCH LINE (L-23)
To Placerville
EB ROUTE 50
SOUTH FORK AMERICAN RIVER
LAYOUT
SCALE: 1"= 100'
L-24
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130



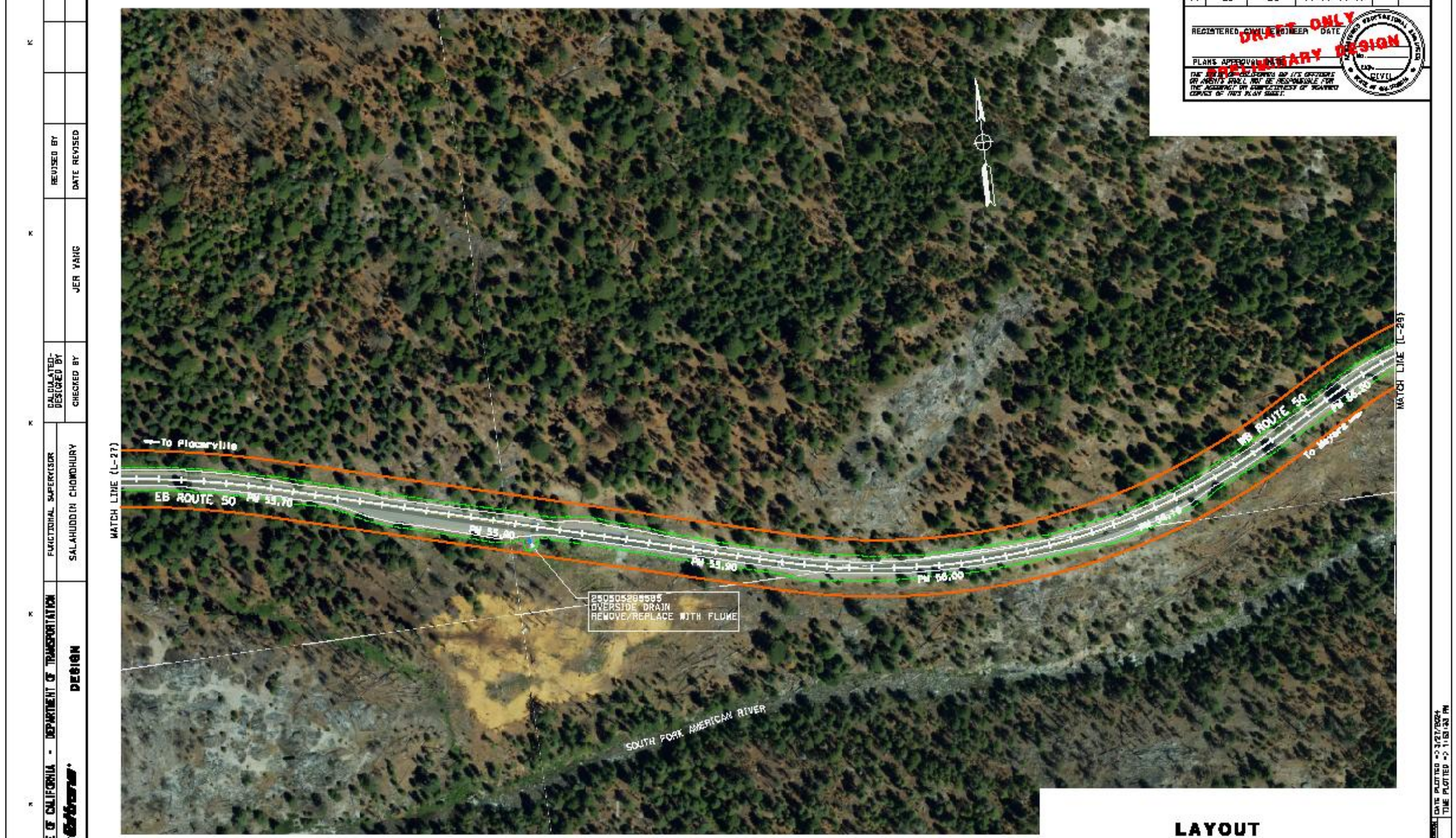
Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
03 | ED | 50 | 39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
To Placerville
EB ROUTE 50
WB ROUTE 50
To Meyers
MATCH LINE (L-24)
MATCH LINE (L-26)
250504005441
OVERSIDE DRAIN
REMOVE/REPLACE WITH FLUME
PM 54.41
SOUTH FORK AMERICAN RIVER
LAYOUT
SCALE: 1"= 100'
L-25
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130

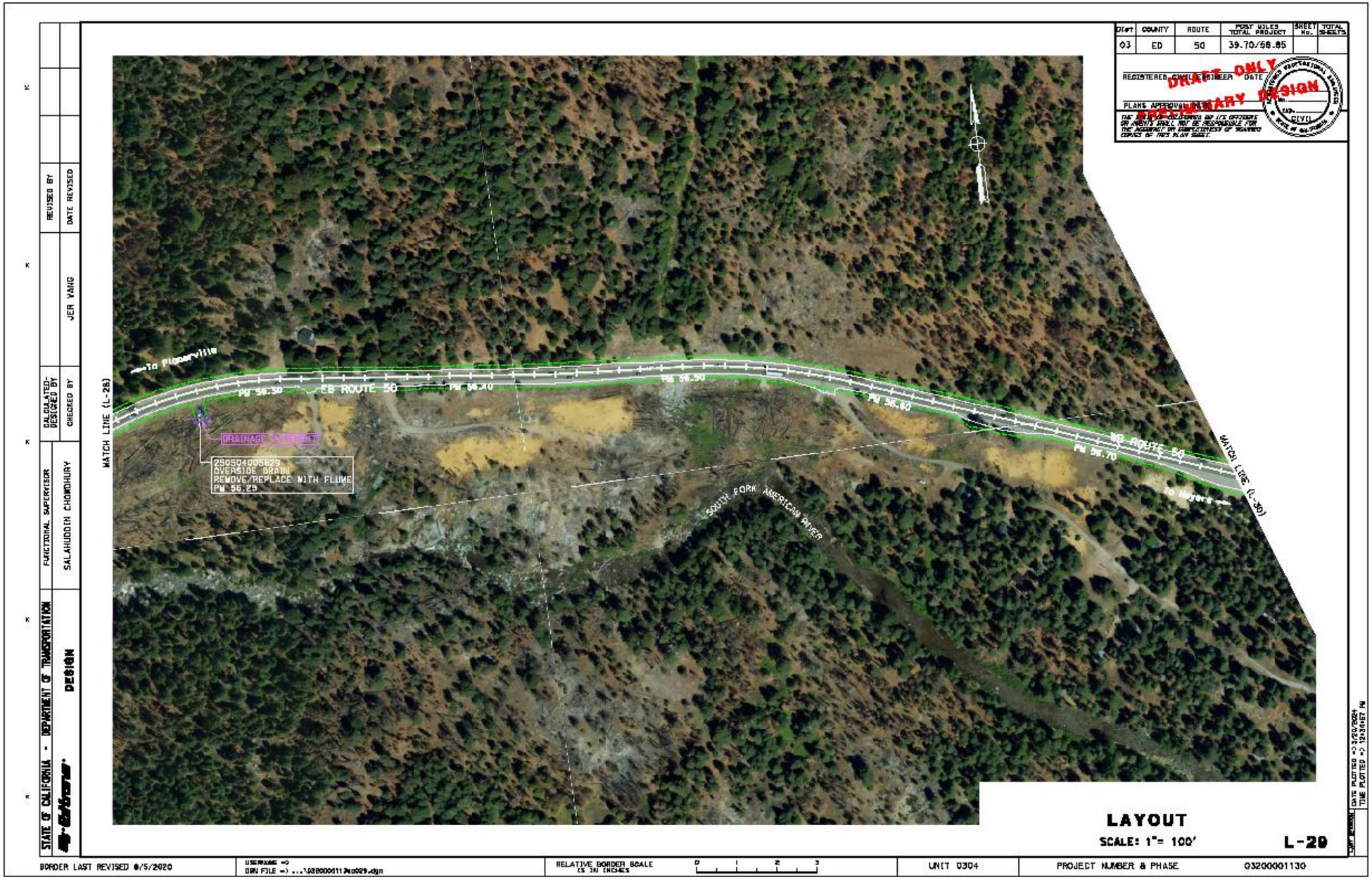


Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
03 | ED | 50 | 39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
INSTALL STREET LIGHT & FLASHING BEACON (PHASE 2)
INSTALL CHAIN CONTROL CAMPER (PHASE 2)
WB ROUTE 50
EB ROUTE 50
To Placerville
To Meyers
MATCH LINE (L-25)
MATCH LINE (L-27)
SOUTH FORK AMERICAN RIVER
LAYOUT
SCALE: 1"= 100'
L-26
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130

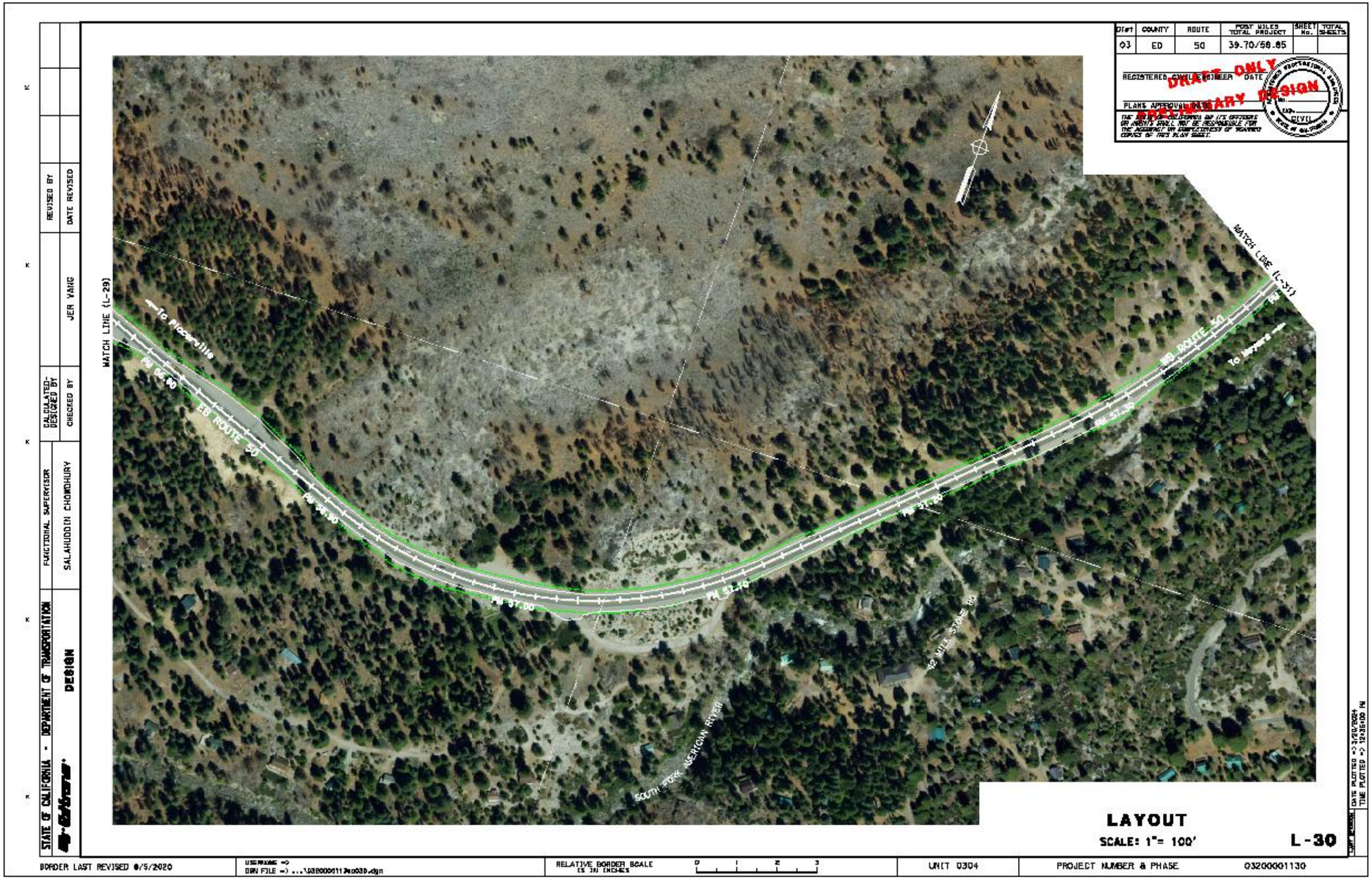


Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
03
ED
50
39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
To Placerville
EB ROUTE 50
WB ROUTE 50
To Meyers
MATCH LINE (L-28)
MATCH LINE (L-28)
LAYOUT
SCALE: 1"= 100'
L-27
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130

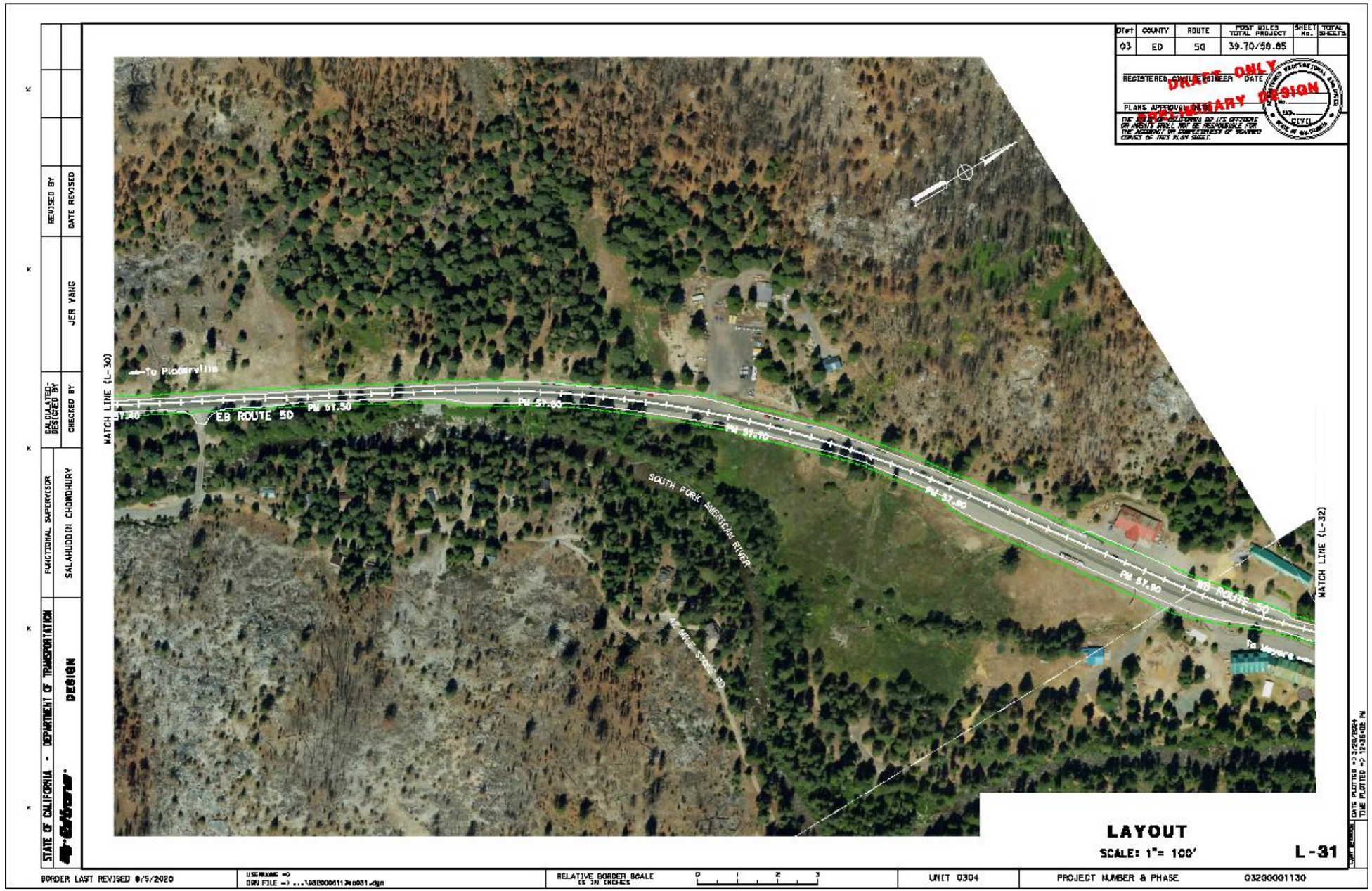

To Placerville
MATCH LINE (L-27)
EB ROUTE 50
PM 55.70
PM 55.80
PM 55.90
PM 56.00
2505052B5595
OVERSIDE DRAIN
REMOVE/REPLACE WITH FLUME
SOUTH FORK AMERICAN RIVER
MB ROUTE 50
PM 56.30
To Meyers
MATCH LINE (L-29)
DRAFT ONLY
PRELIMINARY DESIGN
DIST 03
COUNTY ED
ROUTE 50
POST MILES TOTAL PROJECT 39.70/58.85
SHEET No.
TOTAL SHEETS
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE AND ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER VANG
REVISED BY
DATE REVISED
LAYOUT
SCALE: 1"= 100'
L-28
DATE PLOTTED =>
TIME PLOTTED =>
BORDER LAST REVISED 9/5/2020
USERNAME =>
DGN FILE =>
RELATIVE BORDER SCALE (S IN INCHES)
UNIT 0304
PROJECT NUMBER & PHASE
0320000113



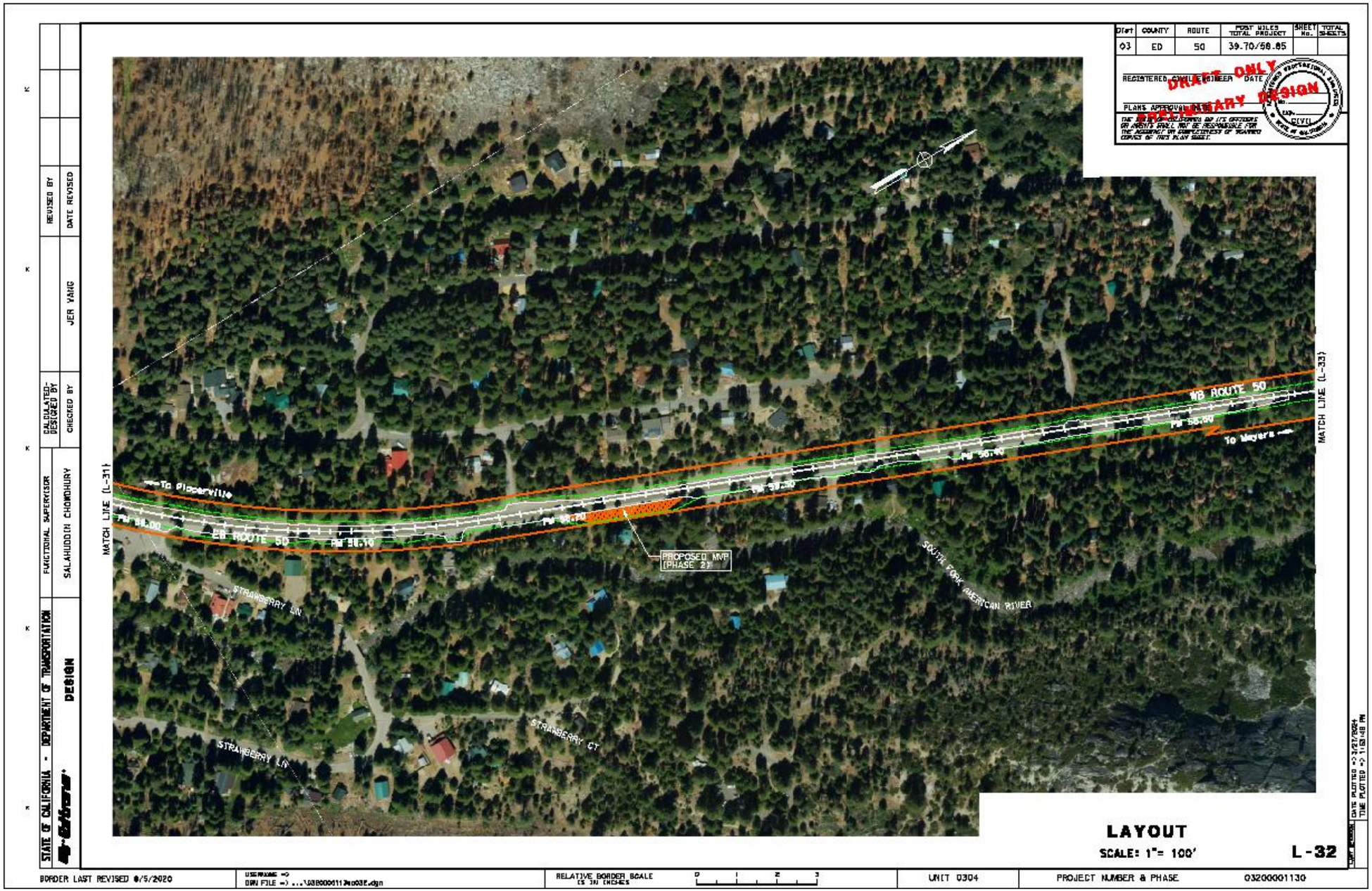
Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
03 | ED | 50 | 39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
To Placerville
PM 56.30
EB ROUTE 50
PM 56.40
PM 56.50
PM 56.60
PM 56.70
WB ROUTE 50
MATCH LINE (L-28)
MATCH LINE (L-30)
DRAINAGE
250504005629
OVERSIDE DRAIN
REMOVE/REPLACE WITH FLUME
PM 56.29
SOUTH FORK AMERICAN RIVER
LAYOUT
SCALE: 1"= 100'
L-29
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130



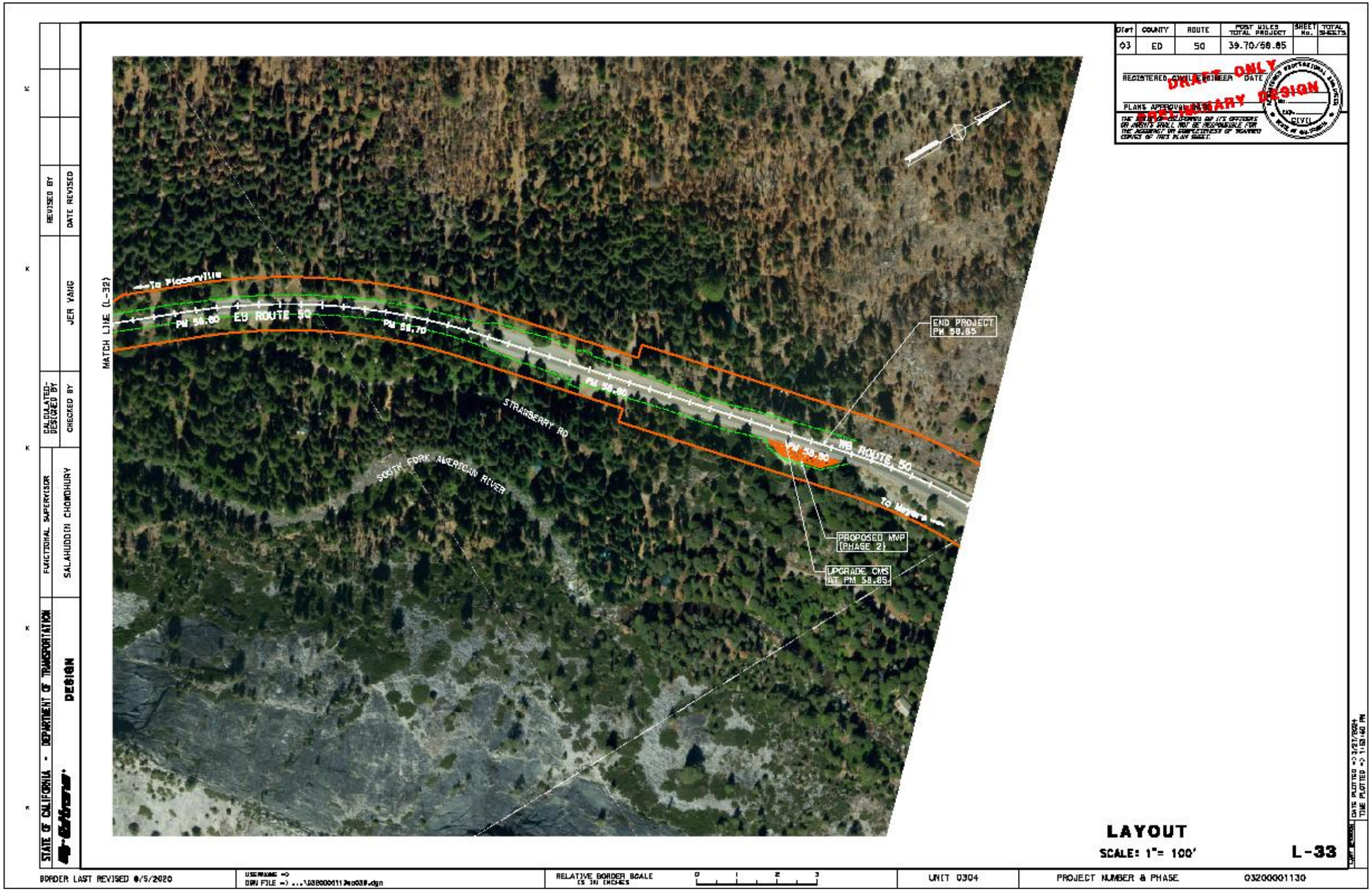
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
03
ED
50
39.70/58.85
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
DRAFT ONLY
PRELIMINARY DESIGN
WATCH LINE (L-29)
WATCH LINE (L-31)
To Placerville
To Meyers
EB ROUTE 50
WB ROUTE 50
SOUTH FORK AMERICAN RIVER
LAYOUT
SCALE: 1"= 100'
L-30
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130



Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
03
ED
50
39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
To Placerville
EB ROUTE 50
PM 57.50
PM 57.60
PM 57.70
PM 57.80
PM 57.90
WB ROUTE 50
SOUTH FORK AMERICAN RIVER
WATCH LINE (L-30)
WATCH LINE (L-32)
To Meyers
LAYOUT
SCALE: 1"= 100'
L-31
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130



Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
03
ED
50
39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
WB ROUTE 50
To Mayers
To Placerville
EB ROUTE 50
PROPOSED MVP (PHASE 2)
SOUTH FORK AMERICAN RIVER
STRAWBERRY LN
STRAWBERRY CT
MATCH LINE (L-31)
MATCH LINE (L-33)
LAYOUT
SCALE: 1"= 100'
L-32
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130



Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
03 | ED | 50 | 39.70/58.85
DRAFT ONLY
PRELIMINARY DESIGN
To Placerville
PM 58.80
EB ROUTE 50
PM 58.70
PM 58.80
STRAWBERRY RD
SOUTH FORK AMERICAN RIVER
PM 58.80
WB ROUTE 50
To Meyers
END PROJECT PM 58.85
PROPOSED MVP (PHASE 2)
UPGRADE CMS AT PM 58.85
MATCH LINE (L-32)
LAYOUT
SCALE: 1"= 100'
L-33
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
SALAHUDDIN CHOWDHURY
CALCULATED-DESIGNED BY
CHECKED BY
JER YANG
REVISED BY
DATE REVISED
BORDER LAST REVISED 8/5/2020
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03200001130

Appendix B. Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS–49 | SACRAMENTO, CA 94273–0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
www.dot.ca.gov

September 2022

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

TONY TAVARES
Director

"Provide a safe and reliable transportation network that serves all people and respects the environment"

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Appendix C. CNDDB, CNPS, and USFWS Species Lists

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Riverton (3812074) OR Kyburz (3812073) OR Pyramid Peak (3812072) OR Echo Lake (3812071) OR Old Iron Mountain (3812064) OR Leek Spring Hill (3812063) OR Tragedy Spring (3812062))

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
Accipiter atricapillus American goshawk	G5 S3	None None	BLM_S-Sensitive CDF_S-Sensitive CDFW_SSC-Species of Special Concern USFS_S-Sensitive	4,500 6,440	433 S:3	0	1	0	0	0	2	3	0	3	0	0
Accipiter striatus sharp-shinned hawk	G5 S4	None None	CDFW_WL-Watch List IUCN_LC-Least Concern	5,000 5,000	22 S:1	0	0	1	0	0	0	0	1	1	0	0
Allium tribracteatum three-bracted onion	G2 S2	None None	Rare Plant Rank - 1B.2 SB_SBBG-Santa Barbara Botanic Garden USFS_S-Sensitive	7,654 7,654	31 S:1	0	0	0	0	0	1	1	0	1	0	0
Ambystoma macrodactylum sigillatum southern long-toed salamander	G5T4 S2	None None	CDFW_SSC-Species of Special Concern	5,600 8,600	611 S:36	0	0	0	0	0	36	24	12	36	0	0
Antrozous pallidus pallid bat	G4 S3	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive	6,000 6,960	420 S:3	1	0	2	0	0	0	3	0	3	0	0
Aplodontia rufa californica Sierra Nevada mountain beaver	G5T3T4 S2S3	None None	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	5,000 7,400	131 S:13	0	11	0	0	0	2	2	11	13	0	0
Aquila chrysaetos golden eagle	G5 S3	None None	BLM_S-Sensitive CDF_S-Sensitive CDFW_FP-Fully Protected CDFW_WL-Watch List IUCN_LC-Least Concern	6,800 6,800	332 S:1	0	0	0	0	0	1	1	0	1	0	0
Astragalus austiniae Austin's astragalus	G2G3 S2S3	None None	Rare Plant Rank - 1B.3 SB_UCSC-UC Santa Cruz	7,700 8,769	12 S:3	0	1	0	0	0	2	0	3	3	0	0
Atractelmis wawona Wawona riffle beetle	G3 S1S2	None None		5,075 5,075	80 S:1	0	0	0	0	0	1	1	0	1	0	0

Government Version -- Dated March, 1 2024 -- Biogeographic Data Branch

Page 1 of 6

Report Printed on Friday, March 29, 2024

Information Expires 9/1/2024

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
Bombus caliginosus obscure bumble bee	G2G3 S1S2	None None	IUCN_VU-Vulnerable	4,100 4,100	181 S:1	0	0	0	0	0	1	1	0	1	0	0
Bombus occidentalis western bumble bee	G3 S1	None Candidate Endangered	IUCN_VU-Vulnerable USFS_S-Sensitive	5,800 8,000	306 S:5	0	0	0	0	0	5	4	1	5	0	0
Botrychium ascendens upswept moonwort	G4 S2	None None	Rare Plant Rank - 2B.3 USFS_S-Sensitive	5,200 6,800	53 S:3	0	2	0	0	0	1	1	2	3	0	0
Botrychium crenulatum scalloped moonwort	G4 S3	None None	Rare Plant Rank - 2B.2 USFS_S-Sensitive	4,985 6,266	155 S:13	0	1	1	1	0	10	0	13	13	0	0
Botrychium minganense Mingan moonwort	G5 S4	None None	Rare Plant Rank - 4.2 USFS_S-Sensitive	5,200 7,325	161 S:25	0	3	1	0	0	21	0	25	25	0	0
Botrychium montanum western goblin	G3G4 S2	None None	Rare Plant Rank - 2B.1 USFS_S-Sensitive	5,236 6,200	69 S:6	0	1	0	0	0	5	0	6	6	0	0
Brasenia schreberi watershield	G5 S3	None None	Rare Plant Rank - 2B.3 IUCN_LC-Least Concern	7,150 7,150	43 S:1	1	0	0	0	0	0	0	1	1	0	0
Calochortus clavatus var. avius Pleasant Valley mariposa-lily	G4T2 S2	None None	Rare Plant Rank - 1B.2 SB_SBBG-Santa Barbara Botanic Garden USFS_S-Sensitive	3,450 5,600	131 S:48	1	13	5	0	0	29	25	23	48	0	0
Carex davyi Davy's sedge	G3 S3	None None	Rare Plant Rank - 1B.3 SB_UCSC-UC Santa Cruz	6,300 7,500	34 S:2	0	0	0	0	0	2	2	0	2	0	0
Carex hystericina porcupine sedge	G5 S2	None None	Rare Plant Rank - 2B.1	7,872 7,872	4 S:1	0	0	0	0	0	1	1	0	1	0	0
Carex limosa mud sedge	G5 S3	None None	Rare Plant Rank - 2B.2 IUCN_LC-Least Concern	6,102 7,500	40 S:4	0	1	0	0	0	3	1	3	4	0	0
Catostomus lahontan Lahontan mountain sucker	GNR S2	None None	CDFW_SSC-Species of Special Concern	6,248 6,248	22 S:1	0	0	0	0	0	1	0	1	1	0	0
Central Valley Drainage Resident Rainbow Trout Stream Central Valley Drainage Resident Rainbow Trout Stream	GNR SNR	None None		3,206 4,200	5 S:2	0	2	0	0	0	0	2	0	2	0	0

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
Central Valley Drainage Spring Stream	GNR	None		4,600	2	1	1	0	0	0	0	2	0	2	0	0
Central Valley Drainage Spring Stream	SNR	None		5,550	S:2											
Chlorogalum grandiflorum	G3	None	Rare Plant Rank - 1B.2 BLM_S-Sensitive SB_SBBG-Santa Barbara Botanic Garden	4,845	137	0	0	0	0	0	1	0	1	1	0	0
Red Hills soaproot	S3	None		4,845	S:1											
Cosumnoperla hypocrena	G2	None		4,820	15	0	0	0	0	0	1	1	0	1	0	0
Cosumnes stripetail	S2	None		4,820	S:1											
Desmona bethula	G2G3	None		6,793	17	0	0	0	0	0	1	0	1	1	0	0
amphibious caddisfly	S2S3	None		6,793	S:1											
Draba asterophora var. macrocarpa	G2T1	None	Rare Plant Rank - 1B.1 USFS_S-Sensitive	8,550	4	1	2	0	0	0	1	1	3	4	0	0
Cup Lake draba	S1	None		9,000	S:4											
Ecclisomyia bilera	G2	None		7,389	4	0	0	0	0	0	1	0	1	1	0	0
Kings Creek ecclisomyian caddisfly	S2	None		7,389	S:1											
Empidonax traillii	G5	None	IUCN_LC-Least Concern USFS_S-Sensitive	6,400	90	1	0	0	0	0	2	2	1	3	0	0
willow flycatcher	S3	Endangered		7,500	S:3											
Erethizon dorsatum	G5	None	IUCN_LC-Least Concern	5,711	523	0	0	0	0	0	18	2	16	18	0	0
North American porcupine	S3	None		8,168	S:18											
Erigeron miser	G3?	None	Rare Plant Rank - 1B.3 SB_UCSC-UC Santa Cruz USFS_S-Sensitive		34	0	0	0	0	0	1	1	0	1	0	0
starved daisy	S3?	None			S:1											
Gulo gulo	G4	Threatened	CDFW_FP-Fully Protected IUCN_LC-Least Concern USFS_S-Sensitive	5,500	174	0	0	0	0	0	3	3	0	3	0	0
wolverine	S1	Threatened		8,100	S:3											
Hydromantes platycephalus	G4	None	CDFW_WL-Watch List IUCN_LC-Least Concern	8,700	47	0	0	0	0	0	1	1	0	1	0	0
Mount Lyell salamander	S4	None		8,700	S:1											
Lasionycteris noctivagans	G3G4	None	IUCN_LC-Least Concern		139	0	0	0	0	0	1	1	0	1	0	0
silver-haired bat	S3S4	None			S:1											
Lasiurus cinereus	G3G4	None	IUCN_LC-Least Concern		238	0	0	0	0	0	1	1	0	1	0	0
hoary bat	S4	None			S:1											

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
Lepus americanus tahoensis Sierra Nevada snowshoe hare	G5T3T4Q S2	None None	CDFW_SSC-Species of Special Concern	7,500 7,500	15 S:1	0	0	0	0	0	1	1	0	1	0	0
Lewisia longipetala long-petaled lewisia	G2 S2	None None	Rare Plant Rank - 1B.3 USFS_S-Sensitive	8,400 9,400	14 S:5	2	2	1	0	0	0	3	2	5	0	0
Lewisia serrata saw-toothed lewisia	G1G2 S1S2	None None	Rare Plant Rank - 1B.1 USFS_S-Sensitive	4,700 4,700	11 S:1	1	0	0	0	0	0	1	0	1	0	0
Margaritifera falcata western pearlshell	G5 S1S2	None None	IUCN_NT-Near Threatened	4,750 4,750	78 S:1	0	0	0	0	0	1	0	1	1	0	0
Martes caurina sierrae Sierra marten	G4G5T3 S3	None None	USFS_S-Sensitive	7,400 8,168	149 S:2	0	0	0	0	0	2	1	1	2	0	0
Meesia uliginosa broad-nerved hump moss	G5 S3	None None	Rare Plant Rank - 2B.2 USFS_S-Sensitive	6,320 6,320	52 S:1	0	1	0	0	0	0	0	1	1	0	0
Monadenia mormonum buttoni Button's Sierra sideband	G2T1T2 S1S2	None None	IUCN_DD-Data Deficient	3,400 3,400	5 S:1	0	0	0	0	0	1	1	0	1	0	0
Myotis thysanodes fringed myotis	G4 S3	None None	BLM_S-Sensitive IUCN_LC-Least Concern USFS_S-Sensitive	4,450 7,340	86 S:3	2	1	0	0	0	0	3	0	3	0	0
Myotis volans long-legged myotis	G4G5 S3	None None	IUCN_LC-Least Concern	7,340 8,500	117 S:2	1	1	0	0	0	0	2	0	2	0	0
Myotis yumanensis Yuma myotis	G5 S4	None None	BLM_S-Sensitive IUCN_LC-Least Concern	4,450 4,450	265 S:1	0	1	0	0	0	0	1	0	1	0	0
Nebria darlingtoni South Forks ground beetle	G1 S1	None None		3,100 4,700	5 S:5	0	0	0	0	0	5	5	0	5	0	0
Ochotona princeps schisticeps gray-headed pika	G5T4 S2S4	None None		7,377 8,919	332 S:6	0	0	0	0	0	6	6	0	6	0	0
Orobittacus obscurus gold rush hanging scorpionfly	G1 S1	None None		3,040 3,040	2 S:1	0	0	0	0	0	1	1	0	1	0	0

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
Pekania pennanti Fisher	G5 S2S3	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive	6,500 6,500	555 S:1	0	0	0	0	0	1	1	0	1	0	0
Peltigera gowardii western waterfan lichen	G4? S3	None None	Rare Plant Rank - 4.2 USFS_S-Sensitive	7,800 7,800	26 S:1	0	1	0	0	0	0	0	1	1	0	0
Phacelia stebbinsii Stebbins' phacelia	G3 S3	None None	Rare Plant Rank - 1B.2 USFS_S-Sensitive	4,550 4,680	79 S:3	0	3	0	0	0	0	1	2	3	0	0
Picoides arcticus black-backed woodpecker	G5 S2	None None	IUCN_LC-Least Concern	6,550 7,000	62 S:3	0	0	0	2	0	1	0	3	3	0	0
Potamogeton epihydrus Nuttall's ribbon-leaved pondweed	G5 S2S3	None None	Rare Plant Rank - 2B.2 IUCN_LC-Least Concern	6,950 6,950	25 S:1	0	0	0	0	0	1	1	0	1	0	0
Prosopium williamsoni mountain whitefish	G5 S3	None None	CDFW_SSC-Species of Special Concern	6,248 6,248	23 S:1	0	0	0	0	0	1	0	1	1	0	0
Rana boylii pop. 5 foothill yellow-legged frog - south Sierra DPS	G3T2 S2	Endangered Endangered	BLM_S-Sensitive USFS_S-Sensitive	3,100 6,367	273 S:14	0	3	0	0	1	10	10	4	13	1	0
Rana sierrae Sierra Nevada yellow-legged frog	G1 S2	Endangered Threatened	CDFW_WL-Watch List IUCN_EN-Endangered USFS_S-Sensitive	5,000 8,950	659 S:27	0	3	2	1	1	20	14	13	26	1	0
Rhyacophila spinata spiny rhyacophilan caddisfly	G1G2 S3	None None		4,000 4,000	5 S:1	0	0	0	0	0	1	1	0	1	0	0
Schoenoplectus subterminalis water bulrush	G5 S3	None None	Rare Plant Rank - 2B.3 IUCN_LC-Least Concern	7,500 7,500	32 S:1	0	0	0	0	0	1	1	0	1	0	0
Scutellaria galericulata marsh skullcap	G5 S2	None None	Rare Plant Rank - 2B.2	6,400 6,400	38 S:1	0	1	0	0	0	0	0	1	1	0	0
Sphagnum Bog Sphagnum Bog	G3 S1.2	None None		6,600 6,600	12 S:1	0	0	0	1	0	0	1	0	1	0	0
Taxidea taxus American badger	G5 S3	None None	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	7,500 7,500	647 S:1	0	0	0	0	0	1	1	0	1	0	0

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
Viola tomentosa	G3	None	Rare Plant Rank - 4.2	3,400	54	1	8	3	1	0	9	22	0	22	0	0
felt-leaved violet	S3	None		6,600	S:22											
Vulpes vulpes necator pop. 2	G5TNR	Endangered	USFS_S-Sensitive	5,300	102	0	0	0	0	1	0	1	0	0	1	0
Sierra Nevada red fox - Sierra Nevada DPS	S1	Threatened		5,300	S:1											

CALIFORNIA NATIVE PLANT SOCIETY

CNPS Rare Plant Inventory

Search Results

25 matches found. Click on scientific name for details

Search Criteria: CRPR is one of [1A:1B:2A:2B:3] , Quad is one of [3812074:3812073:3812064:3812063:3812072:3812071:3812062]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	CA ENDEMIC	DATE ADDED
Allium tribracteatum	three-bracted onion	Alliaceae	perennial bulbiferous herb	Apr-Aug	None	None	G2	S2	1B.2	Yes	1988-01-01
Astragalus austiniae	Austin's astragalus	Fabaceae	perennial herb	(May)Jul-Sep	None	None	G2G3	S2S3	1B.3		2013-12-04
Botrychium ascendens	upswept moonwort	Ophioglossaceae	perennial rhizomatous herb	(Jun)Jul-Aug	None	None	G4	S2	2B.3		1994-01-01
Botrychium crenulatum	scalloped moonwort	Ophioglossaceae	perennial rhizomatous herb	Jun-Sep	None	None	G4	S3	2B.2		1984-01-01
Botrychium montanum	western goblin	Ophioglossaceae	perennial rhizomatous herb	Jul-Sep	None	None	G3G4	S2	2B.1		1994-01-01
Brasenia schreberi	watershield	Cabombaceae	perennial rhizomatous herb (aquatic)	Jun-Sep	None	None	G5	S3	2B.3		2010-10-27
Calochortus clavatus var. avius	Pleasant Valley mariposa-lily	Liliaceae	perennial bulbiferous herb	May-Jul	None	None	G4T2	S2	1B.2	Yes	1980-01-01
Carex cyrtostachys	Sierra arching sedge	Cyperaceae	perennial herb	May-Aug	None	None	G2	S2	1B.2	Yes	2015-08-18
Carex davyi	Davy's sedge	Cyperaceae	perennial herb	May-Aug	None	None	G3	S3	1B.3		1974-01-01
Carex hystericina	porcupine sedge	Cyperaceae	perennial rhizomatous herb	May-Jun	None	None	G5	S2	2B.1		1994-01-01
Carex limosa	mud sedge	Cyperaceae	perennial rhizomatous herb	Jun-Aug	None	None	G5	S3	2B.2		1994-01-01
Chlorogalum grandiflorum	Red Hills soaproot	Agavaceae	perennial bulbiferous herb	(Apr)May-Jun	None	None	G3	S3	1B.2	Yes	1974-01-01
Draba asterophora var. macrocarpa	Cup Lake draba	Brassicaceae	perennial herb	Jul-Aug(Sep)	None	None	G2T1	S1	1B.1	Yes	1974-01-01
Erigeron miser	starved daisy	Asteraceae	perennial herb	Jun-Oct	None	None	G3?	S3?	1B.3	Yes	1974-01-01
Jensia yosemitana	Yosemite tarplant	Asteraceae	annual herb	(Apr)May-Jul	None	None	G3	S3	3.2	Yes	1994-01-01
Juncus digitatus	finger rush	Juncaceae	annual herb	(Apr)May-Jun	None	None	G1	S1	1B.1	Yes	2009-01-02
Lewisia kelloggii ssp. hutchisonii	Hutchison's lewisia	Montiaceae	perennial herb	(Apr)May-Aug	None	None	G3G4T3Q	S3	3.2	Yes	2001-01-01
Lewisia kelloggii ssp. kelloggii	Kellogg's lewisia	Montiaceae	perennial herb	(Apr)May-Aug	None	None	G3G4T2T3Q	S2S3	3.2	Yes	2013-10-02
Lewisia longipetala	long-petaled lewisia	Montiaceae	perennial herb	Jul-Aug(Sep)	None	None	G2	S2	1B.3	Yes	1974-01-01
Lewisia serrata	saw-toothed lewisia	Montiaceae	perennial herb	May-Jun	None	None	G2	S2	1B.1	Yes	1980-01-01

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	CA ENDEMIC	DATE ADDED
Meesia uliginosa	broad-nerved hump moss	Meesiaceae	moss	Jul-Oct	None	None	G5	S3	2B.2		2001-01-01
Phacelia stebbinsii	Stebbins' phacelia	Hydrophyllaceae	annual herb	May-Jul	None	None	G3	S3	1B.2	Yes	1974-01-01
Potamogeton epihydrus	Nuttall's ribbon-leaved pondweed	Potamogetonaceae	perennial rhizomatous herb (aquatic)	(Jun)Jul-Sep	None	None	G5	S2S3	2B.2		1994-01-01
Schoenoplectus subterminalis	water bulrush	Cyperaceae	perennial rhizomatous herb (aquatic)	Jun-Aug(Sep)	None	None	G5	S3	2B.3		1980-01-01
Scutellaria galericulata	marsh skullcap	Lamiaceae	perennial rhizomatous herb	Jun-Sep	None	None	G5	S2	2B.2		1994-01-01

Showing 1 to 25 of 25 entries

Suggested Citation:
California Native Plant Society, Rare Plant Program. 2024. Rare Plant Inventory (online edition, v9.5). Website https://www.rareplants.cnps.org [accessed 29 March 2024].

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To: 07/30/2024 17:25:21 UTC
Project Code: 2023-0109511
Project Name: 03-1J160 - ED-50 CAP-M

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through IPaC by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see Migratory Bird Permit | What We Do | U.S. Fish & Wildlife Service (fws.gov).

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

PROJECT SUMMARY

Project Code: 2023-0109511
Project Name: 03-1J160 - ED-50 CAP-M
Project Type: Road/Hwy - Maintenance/Modification
Project Description: ED-50 PM 39.7/58.85
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@38.785620449999996,-120.21236368319867,14z



Counties: El Dorado County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

BIRDS

NAME	STATUS
California Spotted Owl *Strix occidentalis occidentalis* Population: Sierra Nevada No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7266	Proposed Threatened

REPTILES

NAME	STATUS
Northwestern Pond Turtle *Actinemys marmorata* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1111	Proposed Threatened

AMPHIBIANS

NAME	STATUS
California Red-legged Frog *Rana draytonii* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened
Foothill Yellow-legged Frog *Rana boylii* Population: South Sierra Distinct Population Segment (South Sierra DPS) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5133	Endangered
Sierra Nevada Yellow-legged Frog *Rana sierrae* There is **final** critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9529	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

CRITICAL HABITATS

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
Sierra Nevada Yellow-legged Frog *Rana sierrae* https://ecos.fws.gov/ecp/species/9529#crithab	Final

IPAC USER CONTACT INFORMATION

Agency: California Department of Transportation District 3
Name: Sydney Eto
Address: 703 B St.
City: Marysville
State: CA
Zip: 95901
Email sydney.eto@dot.ca.gov
Phone: 5308127404

Appendix D. Response to Comment

Comments. 1 Central Valley Regional Water Quality Control Board





Central Valley Regional Water Quality Control Board

16 May 2024

Danielle Ruiz
California Department of Transportation
703 B Street
Marysville, CA 95901
danielle.ruiz@dot.ca.gov

COMMENTS TO REQUEST FOR REVIEW FOR THE NEGATIVE DECLARATION, ED 50 CAPM PROJECT, SCH#2024040759, EL DORADO COUNTY

Pursuant to the State Clearinghouse's 18 April 2024 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Negative Declaration* for the ED 50 CAPM Project, located in El Dorado County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of

Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:
https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.

Peter G. Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Response to Comments:

Caltrans will comply with the requirements of all applicable permits. Project features and standardized measures applied to all Caltrans projects (such as Best Management Practices [BMPs] and measures included in the Standard Plans and Specifications or as Standard Special Provisions [Section 1.4]), will be implemented to ensure waters are adequately protected.

Comment 2. CDFW

From: Lopatin, Irina@Wildlife <Irina.Lopatin@Wildlife.ca.gov>
Sent: Friday, May 17, 2024 2:00 PM
To: ED50 CAPM@DOT <ED50.CAPM@dot.ca.gov>; Ruiz, Danielle@DOT <Danielle.Ruiz@dot.ca.gov>
Cc: Stanfield, Melissa@Wildlife <Melissa.Stanfield@Wildlife.ca.gov>; Sheya, Tanya@Wildlife <Tanya.Sheya@wildlife.ca.gov>; Kilgour, Morgan@Wildlife <Morgan.Kilgour@Wildlife.ca.gov>; Wildlife R2 CEQA <R2CEQA@wildlife.ca.gov>
Subject: CDFW Comments on the ND for 03-0J160 El Dorado 50 Capital Preventative Maintenance (CAPM) Project

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Danielle Ruiz,

The California Department of Fish and Wildlife (CDFW) received and reviewed the Notice of Intent to Adopt an ND from State of California Department of Transportation (Caltrans) for the El Dorado 50 Capital Preventative Maintenance (CAPM) Project (Project) pursuant the California Environmental Quality Act (CEQA) statute and guidelines.

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish, wildlife, native

plants, and their habitat. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may need to exercise its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (Fish & G. Code, § 1802.) Similarly for purposes of CEQA, CDFW provides, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW may also act as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

The Project site is located along United States (U.S.) 50 in El Dorado County, from post miles 39.70 to 58.85.

The Project consists of removing and replacing 36 culverts and 21 overside drains, placing invert lining in one (1) culvert, abandoning two (2) culverts, and installing two (2) new culverts. In addition lighting and existing guardrails will be replaced along the roadway, bridge rails will be replaced at PM 44.15, roadway signage will be upgraded, and a Changeable Message Sign (CMS) and one (1) Closed-Circuit Television (CCTV) camera will be installed. Six (6) maintenance vehicle pullouts will also be installed, and vegetation removed around the culverts.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist Caltrans in adequately identifying and, where appropriate, mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Based on the potential for the Project to have a significant impact on biological resources, CDFW concludes that a Mitigated Negative Declaration is appropriate for the Project.

Comment 1: *Chapter 1.4 Standard Measures and Best Management Practices*

Included in All Alternatives, Page 17
Section 15370 of the CEQA Guidelines defines mitigation as:

a. Avoiding the impact altogether by not taking a certain action or parts of an action;
b. Minimizing impacts by limiting the degree or magnitude of the action and its implementation;
c. Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment;
d. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
e. Compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements.

Issue: This section of the ND states the standard measures and best management practices for biological resources and water quality, among other environmental factors, included in this document are not considered mitigation measures because they are prescriptive and sufficiently standardized to be generally applicable. However, the measures are also referred to as avoidance and minimization measures in the second paragraph of this section. The ND also states these general measures resulted from laws, permits, agreements, guidelines, and resource management plans that predate the Project's proposal. General measures in documents like these, including, but not limited to Lake and Streambed Alteration (LSA) Agreements and CESA Incidental Take Permits (ITP), are typically required to avoid, minimize, and/or mitigate impacts caused by projects that could significantly affect the environment.

Recommendation: CDFW believes that these measures should be considered mitigation under CEQA when the ND analyzes the effects of the Project with these measures in place. CDFW also recommends this document be identified as a "Mitigated Negative Declaration" considering the incorporation of measures that serve to avoid, minimize, and reduce/eliminate the effects of the Project to a point where no significant effect on the environment would occur. Subsequently, the Initial Study/Negative Declaration checklist should be updated to reflect which environmental factors would have impacts determined to be less than significant with mitigation incorporated.

Comment 2: *Chapter 1.4 Standard Measures and Best Management Practices Included in All Alternatives,* Page 18

Issue: As currently written, the ND does not provide adequate and enforceable measures for the protection of migratory and nongame nesting birds. Although, the document acknowledges that should vegetation removal be required then buffers will be set in place to protect nesting species. However, migratory and nongame birds may be significantly impacted due to disturbance of construction activities other than vegetation removal. The ND fails to sufficiently address and discuss potential impacts on nesting bird species should of other construction activities.

Recommendation: In an effort to best protect nesting birds, CDFW recommends that

measure *BR-2 Animal Species* be revised to include that nesting bird surveys are to be conducted prior to the start of construction related or ground disturbing activities.

COMMENT 3: *Chapter 1, Plant Species, Sensitive Natural Communities,* Page 19

Issue: As currently written, the ND does not provide adequate and enforceable measures for the control of invasive non-native plant species. The introduction of invasive and/or non-native plant species has the potential to have a devastating effect on the efforts made to protect the Preserve. Invasive plant species outcompete the native flora by restricting the availability of resources for the native plant community, such as light, water, nutrients, and space (CDFW 2024). Invasive plant taxa can also change the biodiversity of a community, altering nutrient cycling and greatly diminish the ability for native plant species to thrive (Mack et al. 2000).

Recommendation: In order to ensure the proper minimization and prevention of the spread of invasive plant species, Caltrans should prepare and implement a plan for invasive plant control and eradication as part of its revegetation plan.

COMMENT 4: *Chapter 1*, *Biological Resources,* page 18

Issue: In this section of the ND, the document acknowledges a qualified biologist will conduct a nesting bird survey. However, the document fails to define and address the qualifying criteria that the biologist(s) must have in order to properly complete the necessary work laid out in the biological measures. Additionally, the ND does not address the party responsible for monitoring active nests. In an effort to best protect the natural environment and species inhabiting the Project area, only a CDFW-approved Designated Biologist should be involved in activities that call for a qualified biologist to perform work.

Recommendation: CDFW recommends that all instances in the document that make reference to a "qualified biologist" be changed to "CDFW-approved Designated Biologist".

COMMENT 5: *Chapter 1, Plant Species, Sensitive Natural Communities, BR-4,* page 19

Issue: This section does not address the appropriate measures to be taken should a sensitive community, sensitive habitat, rare plant, or water feature be identified prior to or during construction. Nor does it address the entity responsible for ensuring that these measures are adhered to throughout the duration of the project. A CDFW-approved Designated Biologist should oversee these activities and monitor regularly to ensure that necessary measures are taken to protect sensitive species and their community.

Recommendation: In an effort to best protect sensitive natural communities and plant species, CDFW recommends that Temporary High Visibility Fencing (THVF) and/or flagging be installed around all sensitive communities, sensitive habitats, rare plants, and water features. CDFW also recommends that a CDFW-approved

Designated Biologist to oversee the installation and monitoring of all THVF.

COMMENT 6: *Chapter 2, Avoidance, Minimization and Mitigation Measures*, page 48

Issue: *Plant Species*: The ND acknowledges that there are 11 special status plants that have the potential to occur within the Biological Study Are (BSA). However, it fails to provide any avoidance, minimization, or mitigation measures, stating that "there were no special status plant species were encountered within the project ESL during the surveys". No details are provided within the ND on whether surveys conducted were protocol level or the qualifications of the botanist who performed them. In addition, a copy of the Natural Environment Study (NES) was not provided for review and comment with the ND. Drought and other adverse conditions may mean that some plant taxa will not be evident or identifiable in a given year. This may be particularly true for annual and short-lived perennial plant taxa and plants with persistent long-lived seed banks that are known not to germinate every year. Because of these conditions, the failure to locate a plant during the floristic surveys of one season does not constitute evidence that the plant is absent from the surveyed location. The timing and number of visits necessary to conduct floristic surveys should be determined by geographic location, the natural communities present and the weather patterns of the year, with the understanding that more than one field visit or field season may be necessary to accurately survey the floristic diversity of a site and detect the presence of special status plant taxa.

Recommendation: CDFW recommends protocol-level surveys be conducted by a qualified botanist per CDFW's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (2018)*. Surveys should be conducted at the appropriate time of year with proper weather conditions and the results incorporated into the ND for review and comment. Both future and past survey results should be used to provide an accurate assessment of special-status plants that may be impacted by the project (CEQA Guidelines, § 15126.4, subd. (a)(1)(B).). The ND should also discuss, in depth, the avoidance, minimization, and mitigation measures that will be taken in an effort to minimize impact to special status plant taxa.

COMMENT 7: *Chapter 2.4, Biological Resources, Special Status Animal Species,* page 46-47

Issue: This section provides a list of special status species in the CEQA document and states that there will be no impact to said species because they were not observed during the field survey and because "suitable habitat does not exist within the BSA". However, based on a desktop review, the drainages within the BSA provides suitable foraging and dispersal habitat for foothill yellow-legged frog (*Rana boylii*) and the western bumblebee (*Bombus occidentalis*). FYLF are listed as threatened and Western bumblebee is a candidate for listing under CESA and is considered at risk throughout California. Both these species have the potential to occur within the Project area where there is suitable habitat present. A desktop review shows that there is potential for these species to occur within a one-half (1/2) mile of the Project site. Unless effective and enforceable avoidance and mitigation measures

are incorporated into the ND, the Project may have a significant effect on the FYLF and western bumblebee.

Recommendation: To mitigate potential Project impacts on FYLF and western bumblebee to a less-than-significant level, avoidance and minimization measures need to be incorporated into the ND. To avoid potential construction delays, prevent unauthorized take of FYLF and western bumblebee, and reduce Project impacts to a less-than-significant level, CDFW recommends the following mitigation measures be incorporated into the IS/ND:

FYLF

- Caltrans should obtain an Incidental Take Permit (ITP) (Fish & G. Code, §§ 2080.1) for FYLF prior to starting construction activities or limit all construction at drainages when the drainages are dry and do not contain flowing or ponded water.
- Require amphibian pre-construction survey measures. The measure should state that a pre-construction survey shall be conducted by a CDFW-approved biologist, three (3) to five (5) calendar days prior to entering or working at the Project site. The survey should be conducted within the boundaries of the Project Area plus a 500-foot buffer zone upstream and downstream of the Project Area that can be accessed by the project proponents. The survey should also include a description of any standing or flowing water.
- Caltrans should have a Designated Biologist on-site as needed during Project activities to ensure avoidance and minimization measures are implemented. The Designated CDFW-approved Biologist in consultation with the Resident Engineer, shall be authorized to stop construction, if necessary, to protect fish and wildlife resources.
- If special-status species are encountered during project activities, work shall be suspended, CDFW notified, and conservation measures shall be developed in agreement with CDFW prior to re-initiating the activity. If during Project activities, any species listed pursuant to the CESA is encountered, work shall be suspended, and CDFW notified. Work may not re-initiate until the Permittee has consulted with CDFW and can demonstrate compliance with CESA.

Western Bumblebee

- Caltrans should obtain an ITP (Fish & G. Code, §§ 2080.1) for western bumblebee prior to starting construction activities.
- A CDFW-approved Designated Biologist shall conduct a non-lethal survey for the presence of western bumblebee within suitable over-wintering, nesting, or foraging habitat features and extending upstream and downstream for a distance of 100 feet from the project area that can be accessed by Permittee before project activities commence. The surveys should be conducted no earlier than February 15th of each calendar year of construction. The survey results shall be submitted to CDFW no later than seven (7) calendar days before the start of project activities and shall include but are not limited to location of nests and presence of foraging individuals. Nesting locations and blooming forage plant patches shall be

flagged for avoidance. A minimum 100-foot avoidance buffer shall be established around any nest location. All nest locations and identified foraging individuals shall be mapped onto USGS topographic quad maps and maintained onsite. If a western bumblebee is identified during the course of any survey or project activities, Permittee shall immediately notify CDFW by phone and email and halt work until the individual leaves of its own volition.

- Caltrans should have a Designated Biologist on-site as needed during Project activities to ensure avoidance and minimization measures are implemented. The Designated CDFW-approved Biologist in consultation with the Resident Engineer, shall be authorized to stop construction, if necessary, to protect fish and wildlife resources.
- If special-status species are encountered during Project activities, work shall be suspended, CDFW notified, and conservation measures shall be developed in agreement with CDFW prior to re-initiating the activity. If during project activities, any species listed pursuant to the CESA is encountered, work shall be suspended, and CDFW notified. Work may not re-initiate until the Permittee has consulted with CDFW and can demonstrate compliance with CESA.

COMMENT 8: *Chapter 2.4, Biological Resources, Special Status Animal Species, pg. 46*

Issue: The ND acknowledges that there is potential for Sierra Nevada yellow-legged frogs (*Rana sierrae*) to occur within the BSA, as suitable habitat is present. However, it fails to provide any avoidance, minimization, or mitigation measures, stating that "there were no special status species were encountered within the project ESL during the surveys". No details are provided within the ND on the nature of the surveys and whether the surveys conducted were protocol level. As such, CDFW cannot concur with the results of the surveys.
Sierra Nevada yellow-legged frogs (SNYLF) are listed as threatened under CESA and as an endangered species pursuant to the federal Endangered Species Act (16 U.S.C. § 1531 *et seq.*).

The Project has the potential to significantly impact SNYLF. Noise from road use, generators, and other equipment can affect frogs by suppressing their immune system (Troïanowski et al. 2017).Additionally, artificial lighting can decrease night chorusing and mating activity of frogs and cause phototaxis (attraction and movement towards light) that can disorient, entrap, and temporarily blind wildlife species (Longcore and Rich 2004, Buchanan 2006). Also, larval amphibians use photoperiod cues to behaviorally thermoregulate, which may be disrupted in the presence of artificial lighting (Beiswenger 1977).

Recommendation: To avoid potential construction delays, prevent unauthorized take of SNYLF, and reduce Project impacts to a less-than-significant level, CDFW recommends the following mitigation measures be incorporated into the IS/ND:

- Caltrans should obtain an ITP (Fish & G. Code, §§ 2080.1) for SNYLF prior to starting construction activities.
- The ND should analyze potential Project related impacts to the species and include an amphibian pre-construction survey measure in the Biological Resources Animal Section on page 46. In an effort to minimize take of this species, a CDFW-approved Designated Biologist should conduct a pre-construction survey three (3) to five (5) calendar days prior to entering or working at the Project site. The survey should be conducted within the boundaries of the Project Area plus a 500-foot buffer zone upstream and downstream of the Project Area that can be accessed by the Permittee. The survey should also include a description of any standing or flowing water.
- Caltrans should have a Designated Biologist on-site as needed during project activities to ensure avoidance and minimization measures are implemented. The Designated CDFW-approved Biologist in consultation with the Resident Engineer, shall be authorized to stop construction, if necessary, to protect fish and wildlife resources.
- If special-status species are encountered during project activities, work shall be suspended, CDFW notified, and conservation measures shall be developed in agreement with CDFW prior to re-initiating the activity. If during project activities, any species listed pursuant to the CESA is encountered, work shall be suspended, and CDFW notified. Work may not re-initiate until the Permittee has consulted with CDFW and can demonstrate compliance with CESA.

COMMENT 9: Wildlife connectivity

Issue: The ND does not address wildlife connectivity or wildlife vehicle collision mortality for deer (Pacific and Grizzly Flat Deer Herds), gray wolf, or black bear that migrate in the vicinity of the Project area. CDFW expects cumulative impacts to their populations to continue as a result of the Project if the wildlife connectivity issue is not addressed. Lack of wildlife connectivity continues to make it difficult for the wildlife to cross for seasonal or daily use.

Recommendation: CDFW recommends that Caltrans identify suitable locations and incorporate into their design plans a wildlife crossing structure, with fence and jump-outs where geographically feasible. Caltrans may consult with CDFW to identify locations where wildlife fencing could be used to direct wildlife to safely cross under the highway. Culverts that can be feasibly modified to increase head room and conveyance capacity should also be identified and incorporated into the design plans.

Species occurrence data, road mortality data, linkage designs, and adjacent suitable habitat should inform the CEQA analysis regarding potential for impacts and the development of mitigation measures to improve or enhance wildlife movement as a result of the Project. In weighing the impacts of the Project on wildlife movement, beyond regional wildlife “corridors”, analysis should address other common movement patterns. Food sources, water sources, migration routes, and breeding and sheltering areas that may be disconnected should be included in the impact

analysis and considered when developing mitigation concepts. CDFW recommends incorporating survey data from sources such as the California Roadkill Observation System to establish scientific reasoning for crossing locations and improvements for wildlife crossings as appropriate. CDFW also recommends surveys are done before, during, and after construction to identify keys areas where wildlife are crossing, observe how wildlife migration is affected by the Project, and assess the effectiveness of any newly constructed wildlife crossings.
In addition, CDFW recognizes the value of wildlife crossing structures being incorporated into the design plans to mitigate for the disturbance (permanent and temporary stream and riparian impacts, impediment to migration, etc.) or offset the impacts of the Project. CDFW may consider reducing mitigation required for this activity based upon how the crossings protect and/or improve wildlife connectivity.
COMMENT 10: *Potential Significant Impacts to Bats*

Issue: Bats are considered non-game mammals and are protected by state law from take and/or harassment (Fish and Game Code §4150, CCR §251.1). The ND briefly discusses work that is to be completed on a bridge at Postmile 44.10, however does not include Project impact analysis or mention bats. As currently proposed, the Project has a potential to have significant and unmitigated impacts on bats.

Insufficient Impact Analysis
The ND does not provide information on the potential for bat species to be present or the type or quantity of roosts that may reside in the bridge structure. The biological resources present are not evaluated in order to effectively analyze Project impacts to them and incorporate appropriate mitigation measures.

It's unclear whether a bat colony is present in the bridge, but if present, impacts to the colony may result during construction from increased noise, lighting, and vibrations. It is well documented that construction related disturbance has the potential to impact day roosting bats (Johnston et. al 2004, Johnston et. al 2019). Disturbance that results in post-construction roost abandonment should be considered a permanent impact (Johnston et. al, 2019). Any direct or indirect artificial lighting has the potential to degrade or eliminate roosts or potential roosting habitat (Johnston et. al 2019). Noise disturbance and displacement of bats from roosts or important foraging areas can potentially result in reduced survivability of individuals from increased susceptibility to predation, reduced quality of thermal and social environments, and decreased foraging efficiencies (Johnston et. al, 2019).

Recommendation: To reduce Project impacts to bats and native nursery sites to a less-than-significant level, CDFW recommends the following mitigation measures be incorporated into the ND:

- Bat Pre-Construction Surveys: CDFW recommends that the Avoidance, Minimization, and Mitigation section be revised to include bat pre-construction surveys and ensure they are conducted prior to the start of construction activities in all previously undisturbed areas or areas where no construction has occurred for 14 days or longer. Pre-construction survey methods consistent with *Caltrans Bat Mitigation: A Guide to Developing Feasible and Effective Solutions (Johnston et. al, 2019)* should be included

in the mitigation measures. The Designated Bat Biologist performing pre-construction surveys should be approved by CDFW prior to initiating surveys. The survey results shall identify: 1) the exact location of all roosting sites (location shall be adequately described and shown on a digital map with GPS coordinates), 2) the number of bats present at the time of visit (count or estimate), 3) species of bat detected, if known (include how the species was identified), and 4) the type of roost(s) [i.e., maternity, hibernaculum, night roost (rest at night while out feeding), or day roost (resting during the day)]. Survey results should be provided to CDFW no later than 10 days following the survey and prior to the start of construction.

- Construction on the bridge shall be limited to September 1 – October 15 or March 1 – April 15 to avoid the maternity and torpor seasons.
- If Project activities will directly impact occupied bat habitat (e.g. joint cleaning and/or replacement) The Designated Bat Biologist shall develop and submit to CDFW for review and approval a Bat Exclusion Plan. The BEP shall include, at minimum, the following:
    - Bat Roost Buffer. The Project proponent shall establish an appropriate no-disturbance buffer around bat roosts, in coordination with CDFW, during maternity (April 15 to August 31) or hibernation (October 15 to March 1) seasons. The Project proponent shall maintain the buffer until the Designated Bat Biologist determines the roost is no longer occupied. The Project proponent shall clearly delineate habitat and bat roosts within the Project area with posted signs demarking the avoidance areas using stakes, flags, and/or rope or cord. The Project proponent shall delineate bat roosts with different materials than those used to delineate the Project Area. The Project proponent shall remove all materials used for delineation upon completion of the Project.
    - Exclusion Devices. Exclusion devices shall be installed either (1) between approximately March 1 (or when evening temperatures are above 45°F and rainfall less than ½-inch in 24 hours occurs) and April 15, prior to parturition of pups; or (2) between September 1 and October 15 (or prior to evening temperatures dropping below 45°F and onset of rainfall greater than ½-inch in 24 hours). CDFW does not support eviction of bats during the maternity or hibernation periods. Specific exclusion devices may include one-way doors, lights and fans, steel wool or other site-specific methods determined in coordination with CDFW. The Designated Bat Biologist shall be onsite during exclusion installation.

Thank you,

Irina Lopatin
Environmental Scientist
Habitat Conservation Planning Branch

Response to Comment 1:

The measures included in this section predate the project's proposal and apply to all similar projects, therefore the effects of this project were analyzed with these measures in place. Furthermore, no revisions to the project plans or description, as presented, were required to reduce the project's impacts to less than significant under the Department's threshold of significance.

Caltrans has determined that there does not exist any substantial evidence in the record that the project, as described, will significantly impact, directly or indirectly, the environment. Because the project's impacts are less than significant without revision, a Negative Declaration is appropriate.

Response to Comment 2:

Caltrans appreciates CDFW's concern regarding the protection of biological resources within in the project area. Due to the volume of typical traffic on this section of highway, construction activities are not anticipated to increase noise to a level that would cause disturbance to migratory and nongame nesting birds above the existing conditions. Please refer to Chapter 1.4 Standard Measures and Best Management Practices Included in All Alternatives N-1 (pg 21). Noise associated with construction is controlled by Caltrans Standard Specification Section 14-8.02, "Noise Control," which states that noise resulting from work activities will be controlled and monitored, which will not exceed 86 dBA Lmax at 50 feet from the job site from 9 p.m. to 6 a.m.

Also, please note: chapter 1.4 is reserved for measures that are prescriptive and apply to all similar projects. Please refer to Chapter 2.4 (pg 47) for further discussion of migratory and non-game nesting birds.

Response to Comment 3:

EO 13112 directs all federal agencies to prevent and control the introduction of invasive species in a cost-effective and environmentally sound manner. The project study area is a primary thoroughfare between Folsom and Lake Tahoe where non-native species, including 3 invasive species, are common along the roadway and in disturbed pullouts. Caltrans BMPs will be implemented to prevent new invasive species from entering the project ESL by ensuring erosion control materials, including but not limited to straw, seed, and mulch is free of noxious weeds and propagules. Equipment would also be thoroughly cleaned of all dirt and vegetation prior to

entering the jobsite. Erosion control will be applied once construction is complete to prevent erosion and reduce the likelihood of the further spread of invasive species.

Also, please note chapter 1.4 is reserved for measures that are prescriptive and apply to all similar projects. Please refer to Chapter 2.4 (pg. 47-48) for further discussion of invasive species.

Response to Comment 4:

Appropriate qualifications for the appliable biologist are established in the standard specifications for the project. Monitoring requirements, including responsible party, will be established if the events previously mentioned in the section occur.

Response to Comment 5:

No sensitive habitats or rare plants were identified within the project study area.

A sensitive community, ponderosa pine riparian was located within the project area. Minor effects to riparian habitat will occur when culvert end treatments are replaced however the habitat is of low to marginal quality, serving little ecological function because the bank of the South Fork American River is lined with RSP to prevent erosion. Where an understory exists, it is ruderal grasses and forbs.

Drainage improvements are limited to modifications to roadside stormwater facilities. No seasonal or perennial waterbodies will be impacted by project activities.

Also, please note chapter 1.4 is reserved for measures that are prescriptive and apply to all similar projects. Please refer to Chapter 2.4 for further discussion of the referenced resources.

Response to Comment 6:

Although there is suitable habitat for special status plant species in the general area around the BSA, the vegetation within the ESL is primarily comprised of weedy species along the highway shoulders, cut slopes, and low to marginal quality riparian habitat. All these areas are highly disturbed due to regular maintenance which includes snow removal and salt application in the winter and vegetation management during the spring and summer.

Please refer to Table 3 for staff who performed the project biological resource surveys.

Technical documents, including NES, are not included in Environmental Documents for review or comment.

Climatic conditions within the BSA during surveys were typical for the region.

Response to Comment 7:

Foothill Yellow-Legged Frog - All drainage systems being worked on are stormwater conveyance structures. No seasonal or perennial waterways will be affected during project activities so FYLF will not be affected. Additionally, due to topographical constraints, construction will be performed from the existing roadway. Therefore, no impacts to FYLF will occur.

Western Bumblebee – Potential foraging habitat is limited to ruderal forbs within the project BSA and is subject to regular vegetation management so blooming flowers within the BSA typically do not exist. No nesting habitat exists within the BSA. Due to a lack of foraging and nesting habitat within the BSA there will be no impacts to western bumblebee due to project activities.

Response to Comment 8:

The ND stated that SNYLF had the potential to occur within the BSA based on a desktop review. However, field reviews determined that suitable habitat for SNYLF does not exist within the project BSA.

SNYLF distribution is limited to high elevation (above 6,000 ft) waterbodies. The majority of the project is located well below (3,200 to 5,800 ft) SNYLF habitat. The section closer to 6,000 ft lacks any seasonal or perennial waterways within 1,000 ft of the project BSA.

The project will have no effect on SNYLF.

Response to Comment 9:

Per CDFW Approximate Area of Gray Wolf Activity (January 2024), there is no current data documenting gray wolf activity in El Dorado County.

This project's proposed work is limited to culvert maintenance and replacement so there will be no changes to wildlife connectivity from existing conditions. Furthermore, the topography within the project area does not offer suitable locations for wildlife crossings.

Response to Comment 10:

No bridge work will occur therefore there will be no potential for impacts to bats. The project description was updated to reflect this.

Appendix E. SHPO Concurrance Letter

State of California • Natural Resources Agency
Gavin Newsom, *Governor*

DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION
Armando Quintero, *Director*

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

June 12, 2024

VIA EMAIL

In reply refer to: FHWA _2024_0521_002

Ms. Lisa Bright, Senior Environmental Scientist
Caltrans District 3/North Region
703 B Street
Marysville, CA 95901

Subject: Determinations of Eligibility for the Proposed Capital Preventative Maintenance Project along Highway 50, El Dorado County, CA

Dear Ms. Bright:

Caltrans is initiating consultation regarding the above project in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer (SHPO), and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA). As part of your documentation, Caltrans submitted a Historic Property Survey Report, Archaeological Survey Report, and a Historic Resources Evaluation Report for the proposed project.

Caltrans is proposing a capital preventative maintenance project (CAPM) to improve the quality of the existing pavement and extend the life of drainage systems.

Pursuant to Stipulation VIII.C.6 of the PA and the 5024 MOU, Caltrans requests concurrence that the following properties are not eligible for the National Register of Historic Places (NRHP).

- Eighteen US 50 granite roadside markers
- Roadside masonry features (one stone masonry wall and 57 culverts with masonry parapets)

For the purposes of this project Caltrans is also assuming the following properties eligible for the NRHP:

- The Lincoln Highway and the Johnson Cutoff Trail are assumed eligible for listing in the NRHP because of their large size and limited potential for effects, in accordance with Stipulation VIII.C.4 of Section 106 PA.

- The Bass 1 wagon road is considered eligible for inclusion in the NRHP because it will be protected in its entirety through the establishment of an Environmental Sensitive Area, in accordance with Section 106 PA Stipulation VIII.C.3.

Based on review of the submitted documentation, I concur with the determinations listed above.

If you have any questions, please contact Natalie Lindquist at natalie.lindquist@parks.ca.gov .

Sincerely,

Julianne Polanco
State Historic Preservation Officer

State of California • Natural Resources Agency
Gavin Newsom, *Governor*

DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION
Armando Quintero, *Director*

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July 30, 2024

VIA EMAIL

In reply refer to: FHWA_2024_0521_002

Mr. Jeff Carr, Acting Section 106 Coordinator
Cultural Studies Office
Division of Environmental Analysis
1120 N Street, PO Box 942873, MS-27
Sacramento, CA 94273-0001

Subject: Finding of No Adverse Effect for the Proposed Capital Preventative Maintenance (CAPM) Project, El Dorado County, California

Dear Mr. Carr:

Caltrans is continuing consultation regarding the above project in accordance with the 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer* (SHPO), *and California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (106 PA) and the January 2015 *Memorandum of Understanding Between the California Department of Transportation and the California State Historic Preservation Office Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92* (5024 MOU). As part of your documentation, Caltrans submitted a Finding of Effect (FOE) Report for the project.

As part of a previous consultation two long linear built environment properties, the Lincoln Highway – P-09-000809 and the Johnson Cutoff Trail – P-09-004337, and one archaeological site, P-09-917, the remains of an historic-era resort and BRM, were assumed eligible for the purpose of the undertaking because of their extensive size and limited potential to be affected by project's activities pursuant to Stipulation VIII.C.4 of the Section 106 PA. The Cultural Studies Office (CSO) granted permission to assume eligibility for these properties in April and July 2024.

Caltrans applied the criteria of adverse effect and proposes that a finding of no adverse effect is appropriate for this undertaking with the condition that Caltrans implement an Environmentally Sensitive Area Action Plan for the project.

Based on my review of the submitted documentation, I have no objections to Caltrans' finding of no adverse effect for this undertaking.

If you have any questions, please contact Natalie Lindquist at natalie.lindquist@parks.ca.gov .

Sincerely,

Julianne Polanco
State Historic Preservation Officer

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Final Audit Report 2024-08-02

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